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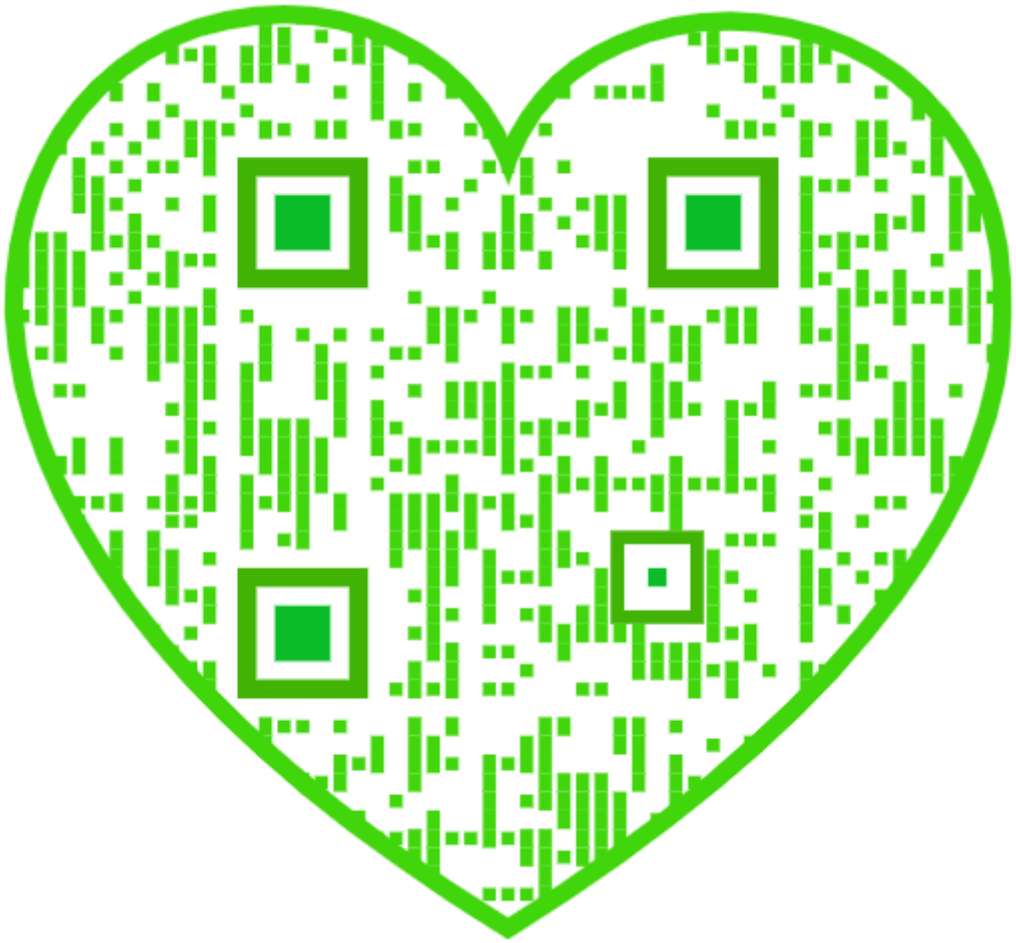

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The Horse of America.

BY

Frank Forester.

VOL. II.

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FRANK FORESTER'S

HORSE AND HORSEMANSHIP

OF THE

UNITED STATES

AND

BRITISH PROVINCES OF NORTH AMERICA.

BY

HENRY WILLIAM HERBERT,

AUTHOR OF "FRANK FORESTER'S FIELD SPORTS," "FISH AND FISHING,"
"THE COMPLETE MANUAL FOR YOUNG SPORTSMEN,"
ETC. ETC. ETC.

WITH STEEL-ENGRAVED ORIGINAL PORTRAITS OF CELEBRATED HORSES.

IN TWO VOLUMES.

VOL. II.

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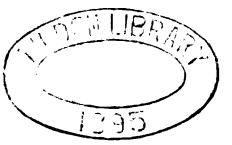

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THE HORSE;

HIS AMERICAN VARIETIES AND BREEDS.

THE thoroughbred horse of America having been treated *in extenso* in the whole of the first volume, which is devoted solely to that branch of the subject, it is my purpose, in this, to deal with the various races and types of the animal in general use, of breeding, conditioning, stabling, breaking, and managing in general.

The thoroughbred horse of America is the only family of the horse, on this continent, of pure and unmixed blood. Nor can even this pretension be made out to satisfaction, in all cases, even where the American thoroughbred can trace directly in both lines, to imported English thoroughbred dam and sire.

For, as it has been shown in the preceding volume, many of the most distinguished English race-horses, distinguished as sires no less than runners, cannot establish an unquestionable descent on both sides, from oriental sire and oriental dam; which is, of course, requisite to constitute a perfect thoroughbred.

Under this category, falls Eclipse himself, who traces, in the female line, to Brimmer, a son of the D'Arcy Yellow Turk, and a Royal mare, out of a dam, concerning whom no record has been received—Blank, son of the Byerly Turk, and an unknown dam—Whynot, who in the female line runs also to the Byerly Turk and an unknown dam—Grey Hautboy, by Hautboy, son

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of the White Turk and a Royal mare, and Grey Grantham son of the Brownlow Turk, who were both sons of unknown and uncelebrated mares—Rockwood, of whom nothing is recorded, but that he was out of the Lonsdale Tregonwell mare, and many other horses and mares of established character in the history of the turf.

This does not show, nor, in my opinion, does it even give rise for a just suspicion, that these unknown ancestors were of ignoble blood; it is only, as I regard it, a necessary consequence of the remote period, the incorrect and careless habitudes of the times, and the want of regularly authenticated documents, on a subject, which, although now of the most general interest, was at the origin of racing and the turf, a mere individual concern.

In the same manner, many American horses, whose blood is undoubtedly pure, cannot be traced, for the reasons above given, to the fountain-head of imported ancestors of pure blood, on both sides.

It must be understood, that to prove a horse to *be* of coarse and cold-blooded descent, is one thing certain and conclusive; while *not* to prove a horse of pure blood establishes nothing beyond a doubt. And, while on this point, I will observe that recent writers in America on the English Turf, are falling into a general error, as to what, in England, is held to constitute a thoroughbred. I have often seen it stated, of late, that eight crosses of pure blood, constitute a thoroughbred horse, even if the ninth cross be unknown, or, what is worse, actually *foul*.

I beg to explain, and to assert that no such opinion prevails, either among breeders, or among the sporting world in general, in England.

No horse, now in the year 1856, can possibly trace to any of the old unknown mares or sires, of which I have been speaking, in eight generations—scarcely in twice the number.

For the last century, at the least, every mare of thoroughblood is entered by name in the stud-books, and all her foals recorded, the oldest and most remote of these mares, tracing back *their* eight, nine, or more generations to the worthies in question, whose dams are unknown.

No horse or mare is counted, or would be held, thoroughbred in England, the dam and sire of which is not in the stud-book.

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No breeder would dream of owning a mare, from which to raise thoroughbreds, she not being found in the Stud-Book.

Nor, owning a thoroughbred mare, would any person stint her to a horse professing to be thoroughbred, which should not be named in the pages of that record. Any horse or mare, warranted to be thoroughbred, and purchased on such guarantee, would be returnable, and its price would be recoverable at law, if its name were not in the Stud-Book, or in default thereof, if it could not be proved beyond dispute, to be entitled to place therein.

No horse or mare in the Stud-Book, as foaled since 1850, could possibly have so little as eight crosses, before the family should become unknown; because it would, in that case, *be known*, foul; and would, therefore, not have place in the book at all.

For instance, Lexington, son of Boston, son of Timoleon, son of Sir Archy, son of Diomed, is already the offspring in his own person, at that stage of his pedigree, of four pure crosses; but Diomed, through his dam, sister to Juno, has twelve pure crosses, before he comes to the thirteenth, the Byerly Turk, by whom his twelfth progenitrix was begotten upon an *unknown* mare.

Lexington therefore has, holding Timoleon's *American* female ancestry to be pure, seventeen pure crosses of blood; and his foals, of the present season, have eighteen crosses before they reach the oriental blood. This is not a very long, but an average, pedigree. It is therefore idle to speak of stud-book horses, or, in other words, English thoroughbreds, being held to be such, on proof of eight generations, since cold-blood.

The way in which this misapprehension has occurred, is easy to explain. For regular races, for prizes to be run for by thoroughbred horses, the age of the animal entered is all that the owner is asked to prove. It is presumed, as a matter of course, that all the horses entered will be thoroughbreds; but if not, no objection would be made. For, since a thoroughbred horse is believed to be the most complete and finished animal of his kind, any other starting against him does so to his own proper loss and disadvantage, not to that of the field or of the racing community; and this alike, whether it be an imported Barb, or Arab, a foreign-bred racer, or an animal of inferior blood.

If any person should think proper to start a hunter, a car-

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riage horse, or for that matter, a dray horse, for the Derby or St. Leger, he would be laughed at for his pains, but there would be no obstacle to his doing so.

In England, however, there is another class of races, confined, for the most part, to inferior race-courses in the provinces, and to hunt-meetings, at which prizes are given to be run for by hunters not thoroughbred, and by other horses of inferior blood, known in common parlance, as Cocktail Stakes.

These prizes had their origin, for the most part, in the desire to elevate the style, character, action and blood, in various sections of the country, among animals not thoroughbred; and it is a frequent condition attached to these, that the horses entered must have been hunted so many times in the season, with such or such a pack of hounds.

As these races became popular, as the sweepstakes increased in value, and as the reputation gained by the winners began to add sensibly to their value, it became an object to introduce horses quite thoroughbred, or as nearly thoroughbred as possible, under the guise of hunters, to compete with the half and three-quarter bred nags, over which they had an incalculable advantage; the rather that these hunters' stakes are for the most part heat races, and that *coming-again* is especially the point in which blood tells the most.

To this end, dangerous, headstrong, runaway, thoroughbred weeds would be sent out the requisite number of times in the season with a light stable-boy on their backs, to see the hounds throw off, canter across a few fields, pull up and return to their stables. The hunting season at an end, they would receive the huntsman's certificate in due form, that they had been hunted so many times, as might be necessary to qualify; would be put into training, and would, of course, win the stakes at their ease, against great weight-carrying half-breds.

This state of things it was necessary to prevent, as it was entirely frustrating the end for which these races were instituted; and in order to do this, it was judged advisable to determine a certain standard of purity of blood, beyond which a horse should not be allowed to start in a cocktail race; or, in other words, beyond which he should be deemed *thoroughbred*, in so far as contests with horses of avowedly inferior strain are concerned.

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After consideration, it was resolved that the proof adduced against any horse, that he had eight crosses of thorough blood, should disqualify him from running as *not* thoroughbred; and, in that way, it has come to be a general mode of speech to say that a horse having eight pure crosses on both sides, is thoroughbred.

In some cocktail stakes, five pure crosses, on both sides, is a disqualification; and in many farmers' stakes, three crosses on the two sides, disqualify a horse from starting for such stakes, as *not* thoroughbred.

Any of these, however, are far from proving him to *be* thoroughbred.

It was a general impression in Yorkshire, in my time, among the horse-breeding, hard-riding, fox-hunting farmers, that a colt got by a thoroughbred horse, out of a dam and grand dam, similarly begotten, was thoroughbred: and I believe that the same opinion largely obtains among the breeders and owners of trotting horses in the United States. At least, I know, that I have heard many animals, positively, declared to be thoroughbred, when the person asserting such to be the case, did not pretend to trace the descent above two or three generations, and that, for the most part, on the sire's side only.

The only thing which constitutes a horse truly thoroughbred is, that he, either, proves back directly on both sides to oriental sire and oriental dam, or proves back so far, into the mist of antiquity, that the memory of man goeth not to the contrary. It is one thing to trace Sir Archy to Bustler, who was the son of the Helmsley Turk, in the reign of Charles I., and a mare whose name and origin is unknown.

But it would be quite another thing to trace him to the son of the Helmsley Turk, and a mare who should be perfectly well-known to be a Flemish dray mare.

Even should that be the case, however, so many generations have elapsed since Bustler was begotten—not less than fifteen or sixteen, at the least, to the present day—that the effect would be only to show that, as has been already stated, there is undeniably, at the remotest point to which we can go, an infinitesimal drop of some blood other than pure Arab, Barb or Turk, in the veins of the English and American race-horse.

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It has been shown above, at page 99 of vol. i, that in the tenth cross, a horse has but one one-thousand-and-twenty-fourth part of the blood of either of his progenitors. In the sixteenth generation, therefore, he could have but one sixty-six-thousand-nine-hundred-and-seventy-sixth part of the blood of either; in other words, that is to say—supposing Bustler to be the son of a cart-mare, which is incredible, not to say impossible—of coarse, cold blood.

So also, in the pedigree of Eclipse, fifteen full generations are accomplished in the foals of the present year, since the unknown mare, who was the most remote progenitrix of Spiletta, the mother of Eclipse, was stinted to Brimmer.

Now, on the other hand, supposing the dam or sire, in the eighth degree of remoteness, of any animal, to be of Flemish, or Cleveland Bay, or Suffolk Punch, unimproved blood, the animal in question would have one two-hundred-and-fifty-sixth-part of that base blood; and in every successive generation, nearer to the strain, the proportion of base blood will be doubled; until where the sire is thoroughbred, and the dam wholly coarse-blooded, the mixture will be half and half.

To those, who have not made this subject of the crossing of bloods their especial study, it will appear incredible that the two-hundred-and-fifty-sixth part in the blood of an animal should tell to his detriment; to those who have done so, it is a certain fact; and one might fully as well argue with such persons against the efficiency of blood at all, as question the deterioration consequent on such a strain.

One more observation, and I pass to the consideration to which these remarks are preliminary, as to the other distinct bloods or breeds, among horses, which are to be found, improved or unimproved in America.

That observation is—that the probable reason for the adoption of the eighth generation, as that which should debar an animal from running as *not* thoroughbred, is the idea that after such lapse of time no difference was discoverable in the performances of animals tracing directly to Barb or Arab horse, and Barb or Arab mare, and of animals whose parentage was, on one side or the other, dark. And this reason would have

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been a good one, but for two objections—either of them the fatal.

Firstly—it should have been shown that the stock had been improving constantly, by each successive cross of pure blood, since the unknown admixture, but that cannot be shown. Nor is there the slightest reason to suspect that Marske was a better horse than Squirt, or Squirt than Bartlett's Childers, or than Snake, his maternal grandfather, who was only one generation removed from blood which cannot be authenticated; the daughter of Hautboy, Snake's dam, not being traceable on the side of her dam.

Secondly—it should be established, that in the case of these remotest ancestors and ancestresses of unknown blood, that blood was base; whereas, so far from that being the case, the reverse of that proposition is almost certain.

There are a dozen mares on the old Turf records, not as unknown, but known, under their names, as for instance, the old Montagu Mare, the old Vintner Mare, the mare above quoted, daughter to Hautboy, Bright's Roan, the Lonsdale Tregonwell mare, and others, of whom either nothing can be authenticated on either side, or, if any thing, on the side of their sires only.

Many of these mares were the best runners of their own day, as their progeny have been in all after days; and we have sufficient evidence at this period, from the Marquis of Newcastle's work and others, that racing was fully established, that a distinct breed of running horses existed, and that the science of breeding for the turf was already partially, if not—as I should say, from a careful examination of his writings—pretty thoroughly understood.

These horses were, it seems, nearly, if not entirely, of pure Spanish blood, previous to the admixture of directly imported Barb blood, which Newcastle distinctly prefers to Arabian.

How far the imported Spanish mares and horses were, at that date, of pure Barb blood, it is now impossible to decide. We know the Andalusian horse was a very high-caste animal, of Barb descent, and I think it probable if the archives of Spain could be consulted, that the royal studs and Haras of Cordova would be proved to have contained pure Barbs, and nothing

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beside; and that tne Royal Spanish horses, from which the earliest English importations were made, were as purely and distinctly of oriental blood, although bred on Spanish soil, as is the English and American race-horse of the present day.

In that case, and I am myself nearly convinced that so it was, the unknown progenitrixes to which so much speculation has attached, would have been as noble as the noblest stallions to which they bore the champions of the early English Turf, and the parents of our greatest modern winners. One thing is indisputably certain, that our ancestors in the reign of Charles the First and Charles the Second, were far too well acquainted with the theory and principle of breeding—as is evinced by the writings of Newcastle, and the satires of Bishop Hall, so long before as in the reign of Queen Elizabeth—to put a Flanders or Lincolnshire coach mare to a horse of high blood, at a comparatively high price, in the hope of her progeny turning out a racer.

It is idle, therefore, I say, in the last degree, to believe that the unknown progenitrixes of Snake, of Bustler, of Grey Hautboy, of Grey Grantham, and of Whynot, were, because unknown, ignoble.

I may almost say, we know that they were not so. First, because the breeders of those capital horses could not, in any ordinary human likelihood, have been so ignorantly stupid as to breed such mares to the best Turks and Arabs; and, second, because, by all that the turf-experience of two centuries has taught us, we may be sure that, if they had done so, Snake, and Bustler, and Whynot, and Grey Hautboy, and Grey Grantham, would not have been the result of the ridiculous experiment, but some carriage horses, or, at the best, troopers, of which not a word would have descended to posterity.

The laws of nature are, save in exceptional cases, immutable; and one of the most paramount of these seems to be that which insists, as a consequence, that like must beget like.

So long ago as in the reign of Augustus Cæsar, the first Latin Lyric Poet wrote, not as a fanciful hypothesis, but as an established principle,

> Fortes creantur fortibus et bonis.
> Est in juvencis, est in equis, patrum
> Virtus, nec imbellem feroces
> Progenerant aquilæ columbam.

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Which one may render—freely, but to the point—

> The brave begotten are by the brave and good.
> There is in steers', there is in horses' blood,
> The virtue of their sires. No timid dove
> Springs from the coupled eagles' furious love.

And to this day the stanza is the breeder's rule. So much so, that when a real turfman is informed that Timoleon, the son of Sir Archy, had for his great great grandsire a common cart-stallion, named Fallow, he merely shrugs up his shoulders, well satisfied that there must be an absurd error somewhere, although he may not be able to account for the way in which it has arisen. It is enough, that no owner of a full-blooded mare by Driver, dam by Vampire, &c., would have dreamed of putting her to a cart-horse; and much more, that, if he had been so abject an ass, Timoleon, a three-parts-bred, could never himself have stayed the distance, much less have got generation after generation of the best and stanchest horses in the world.

The result and end of all this inquiry and disquisition brings us to the inevitable conclusion that, although, in some cases, even in the best families, all the links may not be distinctly traceable, the English horse known as thoroughbred is virtually of pure Barb, Arab, and Turkish descent, in nine hundred and ninety-nine parts out of a thousand of his blood, his physical conformation, and his hereditary moral qualities, if I may use such a term, of courage, spirit, endurance, and determined will; and that the American thoroughbred is directly descended in the same, or more than the same, proportions from the English thoroughbred.

In England, although, when mention is made of *pure* blood, thorough blood of the Oriental strain, as opposed to what is generally known as cold blood, is intended, it is universally conceded that there are many other bloods—meaning, by bloods, distinct families or races capable of transmitting their own type and qualities, undeteriorated, by a continual process of in-breeding—which have been preserved up to this day, and still exist, as *pure*—if by the word pure we imply unmixed with any other blood—as that of the highest form of racer. Of these distinct families, the most remarkable is the gigantic dray-horse, used

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principally, if not only, by the London brewers and distillers, vast, ponderous, slow animals, of enormous powers of draught, but incapable of travelling beyond a foot's pace. These huge quadrupeds, four of which being once presented by the East India Company to some native prince, were not inappropriately named by him English elephants, vary from sixteen to nineteen hands in height, and are distinguished by their broad chests, short backs, round barrels, their immense volume of mane, resembling that of a lion, their heavy tails, great hairy fetlocks, and immense, well-formed feet.

The lighter of these horses, before the days of railroads, were used for teaming, and for carriers' wagon-horses; and the very lightest in the reign of Queen Anne, for carriage-horses, and even for mounting the heavy cavalry with which Marlborough and Prince Eugene rode over the splendid squadrons of *Maison Roi* at Oudenarde and Malplaquet.

Now, they are restricted entirely to the use whence they derive their name, and are employed only in the metropolis, and there, perhaps, rather as a matter of pomp and class-pride, than of real utility, by the wealthy brewers and distillers, who keep stables full of these great costly beasts, as fat and sleek as brewers' grains, hot stabling, and careful grooming will render them, and parade them a few times in every year, glittering in splendid brass-plated harness, and driven by human bipeds almost as bulky, as useless, and as slow as the animals they conduct.

These horses are, it is supposed, originally of Flanders descent; but they have been bred for many centuries in the fens of Lincolnshire, where they reach their highest perfection as to size, and still exist entirely unmixed. The cause of the preservation of this singular race of animals, in a perfectly pure state, seems to be its unfitness, even when crossed with lighter breeds, for any thing but the slowest work, which has long led to its disuse even for farm-work and the heaviest teaming on roads; carriers' wagons themselves having, long since, passed into abeyance as complete as the pack-horses which they superseded.

It is needless to say, that for carriage horses, much less for the mounts of dragoon regiments, no cross, however remote, of these huge, slow-stalking, hairy-hoofed masses of fat and exuberant

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muscle, would in these flying days be tolerated, when nothing will suit the purpose but animals, which can go the pace and keep it up, under the saddle, or before a draught, in a style which can be done by nothing but a large admixture of the best thorough blood.

The second great English family which may, perhaps, be regarded as the true type of the English horse of the Midland Counties, from the remotest times, is that of the far-famed Cleveland Bays. Cleveland, a district of the East-riding of Yorkshire, and the Vale of Pickering, in the same county, has been from a very distant period the principal breeding region for carriage horses, hunters, troop horses, and hackneys, of the highest grade; and it still preserves its character in that particular; although the character of the animals themselves, used for all these purposes, is now entirely altered; and although, in consequence of the alteration of the demand, the original breed is rapidly passing away, and a pure Cleveland Bay, of unmixed, or unimproved blood, is now rarely to be met with, even in its own native district.

The Cleveland Bay, in its natural and unmixed form, is a tall, powerfully-built, bony animal, averaging, I should say, fifteen hands three inches in height, rarely falling short of fifteen and a half, or exceeding sixteen and a half hands.

The crest and withers are almost invariably good, the head bony, lean, and well set on. Ewe necks are, probably, rarer in this family than in any other, unless it be the dray-horse, in which it is never seen.

The faults of shape, to which the Cleveland Bay is most liable, are narrowness of chest, undue length of body, and flatness of the cannon and shank bones. Their color is universally bay, rather on the yellow bay than on the blood bay color, with black manes, tails, and legs.

They are sound, hardy, active, powerful horses, with excellent capabilities for draught, and good endurance, so long as they are not pushed beyond their speed, which may be estimated at from six to eight miles an hour, on a trot, or from ten to twelve—the latter quite the maximum—on a gallop, under almost any weight.

The larger and more showy of these animals, of the tallest

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and heaviest type, were the favorite coach horses of their day; the more spiry and lightly-built, of equal height, were the hunters, in the days when the fox was hunted by his drag, unkennelled, and run half a dozen hours, or more, before he was either earthed, or worn out and worried to death. Then the shorter, lower, and more closely ribbed up were the road hackneys; a style of horse unhappily now almost extinct, and having, unequally, substituted in its place, a wretched, weedy, half-bred or three-quarter-bred beast, fit neither to go the pace with a weight on its back, nor to last the time.

From these Cleveland Bays, however, though in their pure state nearly extinct, a very superior animal has descended, which, after several steps and gradations, has settled down into a family, common throughout all Yorkshire, and more or less all the Midland counties, as the farm-horse, and riding or driving horse of the farmers, having about two crosses, more or less, of blood on the original Cleveland stock.

The first gradation, when pace became a desideratum with hounds, was the stinting of the best Cleveland Bay mares to good thoroughbred horses, with a view to the progeny turning out hunters, troop-horses, or, in the last resort, stage-coach horses, or, as they were termed, machiners. The most promising of these half-bred colts were kept as stallions; and mares, of the same type with their dams, stinted to them, produced the improved English carriage horse of fifty years ago.

The next step was the putting the half-bred fillies, by thoroughbreds out of Cleveland Bay mares, a second time, to thoroughbred stallions; their progeny to become the hunters, while themselves and their brothers were lowered into the carriage horses; and the half-bred stallions, which had been the getters of carriage horses, were degraded into the sires of the new, improved cart-horse.

From this, one step more brings us to the ordinary hunter of the present day, of provincial hunting countries, for light weights, and persons not willing, or able, to pay the price of thoroughbreds. These are the produce of the third and fourth crosses of thorough blood on the improved mares, descended in the third or fourth degree from the Cleveland Bay stock; and are in every way superior, able and beautiful animals, possess-

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ing speed and endurance sufficient to live with the best hounds in any countries, except the very fastest, such as the Melton Mowbray, the Northamptonshire, and, perhaps, the Vale of Belvoir, where the fields are so large, the land all in grass, and the scent so fine, that fox-hunting in them is in fact steeple-chasing; so that no fox can live before the hounds on a fine scenting day above half an hour, nor any horse, except a thoroughbred, live even that time *with* the hounds, having fourteen stone or upward on his back.

The three or four parts bred horses, of which I have been speaking, are in general better leapers than pure-blooded horses; are perfectly up even to sixteen or eighteen stone with hounds, across any of the plough countries in which the scent does not lie so hotly as on the grass lands; and, indeed, across any country, whether grass or plough, in which the fields are small, the enclosures frequent, and the dividing fences large and difficult. For it must be borne in mind, first, that fences impede hounds, which have to scramble over them, more than they do horses, which take them in their stroke; secondly, that it is necessary, nine times out of ten, to take a horse by the head, when going at his leaps, and to give him a slight pull on alighting, which in some degree allows him to catch his wind; and, thirdly, that in narrow fields of six or eight acres, which is perhaps the average size in the arable countries, a horse cannot extend himself in a racing stroke, as he can over the great forty and sixty acre pastures of Leicestershire and Rutlandshire, but must be kept going within himself, at a three-quarters gallop, and always under a pull. Severe fencing, although it takes something out of a horse, on the whole, undoubtedly favors the lower bred hunter; because it always in a degree diminishes the pace, and, as every sportsman knows, it is the pace that kills; and also, because the part-bred horse is, for the most part, both the bolder and the hardier jumper—the thoroughbred, from the thinness of his skin and the fineness of his coat, disliking to face stiff thorny hedges, and having, in many cases, an insurmountable objection to cross bright water.

These three or four part bred hunters are, I think, as a general rule, the most beautiful horses I have ever seen; far superior in form to the average of thoroughbreds. They have a good

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deal of the Arab form in their lean, bony heads; have almost invariably fine, lofty, arched crests, and high, thin withers, and show their blood in the softness and fineness of their coats, and in the flat shape and solid construction of their cannon bones and shanks.

They have, in a great degree, lost their distinctive bay color, from the numerous blood crosses of other shades; and are often found chestnuts, iron greys, blue and red roans, and dark browns with cinnamon muzzles; which last is a favorite color, being supposed to indicate hardiness. Blacks are not so common, and are held to indicate an inferior cross, often of the black Lincolnshire cart-horse, unless where the line is distinctly traceable to the thoroughbred sire.

Many of the most distinguished race-horses have been the most favorite and most successful hunter-getters, and have acquired as much celebrity for the transmission of their qualities to their half-bred stock, as they have for their racing descendants; just in the same manner as Messenger has gained celebrity, in this country, for his roadsters.

In some districts, particular colors are very prevalent; indicating the preference felt for some particular stallion, which has stood in that neighborhood; as greys in the West riding of Yorkshire, where Grey Orville, a St. Leger winner himself, and the sire of Ebor, Emilius, Muley, and many other racers in a very high form, was a most favorite hunter-getter, and the sire of many of the very best part-bred horses that ever crossed a country—browns, with white locks in the tail, in the East riding, where Woodpecker, of whom that is the distinctive mark to the fourth and fifth generation, stood for several seasons—blacks in the vicinity of Doncaster, the descendants of Smolensko—chestnuts, wherever that beautiful horse, Comus, covered country mares; and, in yet later days, dark browns in the North riding of Yorkshire, where that undeniable racer and progenitor of racers, hunters, and steeple-chasers, Lottery, formerly Tinker, by Tramp out of Mandane, has deservedly been the favorite of all favorites.

It is no wonder, that the offspring of such horses as those named above, out of dams begotten by such sires as Hambletonian. Sir Peter Teazle, Doctor Syntax, and Filho da Puta, from

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mares themselves half-bred out of Cleveland Bays by thoroughbred stallions, should be hunters and steeple-chasers, in the highest possible form, and little, if at all, inferior, for any purpose, except that of actual racing, to full-blooded horses.

The price which the breeders pay for the service of these stallions is very considerable, although it is usual for horses which stand for thoroughbred mares at twenty and twenty-five guineas the leap, to serve country mares for sums varying, according to the popularity of the horse, and the quality of the mares likely to be sent to him, from five to seven and ten guineas. But the farmers willingly pay the charges, and are amply rewarded for doing so. The colts and fillies are usually broken at two years old, to the lightest sort of farm harness work, such as brush-harrowing, in order to render them tractable and hardy; and, when three years old and rising four, are broken to the saddle, and taken out with the hounds, by their owners; who are generally hard and determined riders, though they have rarely good hands, and are yet more rarely capable of making or turning out a made and perfect hunter.

If such young animals are of good promise, gallop well, fence boldly and cleverly, and are of good form, they will realize to the breeder from eighty to a hundred and twenty guineas, at four years old; and, if, in the dealers' hands, into which they generally fall secondly, they realize their promise, they become worth from a hundred and fifty to three hundred guineas, accordingly as they are weight-carriers, and have a greater or less turn of speed. If they prove, on the other hand, as colts, too leggy, cumbersome and slow for hunters, with high-stepping action and fine show, they will bring the breeder nearly as much for first-class carriage-horses, as they would have done, had they proved suitable for hunters. If they should fall short of size and show for these, but be sound, active, and clever horses, up to fifteen two inches high, they are sure to realize thirty-five guineas, the regulation price, for light dragoon and huzzar chargers; and if yet smaller, say from fourteen three to fifteen one, with beauty, style, and action, they will be worth from fifty guineas, upward, for roadsters, cover hacks, or boys' hunters. At the very worst, if they go wrong in the wind, short of being decidedly broken-winded, throw out bad

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curbs, or even incipient spavins or ringbones, they are certain of fetching at least twenty-five pounds for leaders of the fast coaches; and probably are now worth as much for horsing the rural omnibuses and railroad tenders.

No sort of breeding in England is so profitable as this. The breeder is comparatively secured against any thing like ultimate loss, while he has a fair chance of drawing a capital prize, in the shape of a first-rate hunter, or a carriage horse of superior quality; and it is to the breeding of such class of animals that the attention of the farmers, in horse-breeding counties, is wholly directed at this date.

For this reason, one has no more pure Cleveland Bays, the use of the stallion of that breed being entirely discontinued; large, bony, slow thoroughbreds of good form, and great power, which have not succeeded on the turf, having been substituted for them, even for the getting of cart and farming-team horses; and the farmers finding it decidedly to their advantage to work large, roomy, bony, half or two-third bred mares, out of which, when they grow old, or if by chance they meet an accident, they may raise hunters, coach horses, or, at the worst chargers, or machiners, rather than to plough with garrons and weeds, the stock of which would be valueless and worthless, except for the merest drudgery.

It is of these horses, that I am perfectly convinced, trotters might be made of the highest quality, if those most fitted to the purpose were selected for that end by men properly qualified to judge of them, and were then trained and trotted, according to American rules, by such men as Spicer, Woodruff, or Wheelan—and that such could be furnished, even in greater numbers, than they are here, in America, from hunting stables, and farm-studs devoted to the rearing of such animals, I have no sort of doubt.

I have seen several American trotters, which, from their appearance, would have passed as English hunters—especially those of Messenger's get—and which, I doubt not, if trained for that purpose, would have shone as much across country as they did on the trotting turf. I would particularly specify that very excellent and game animal, of the olden day, who accomplished the *then*—I speak of twenty years ago and upward—rare feat

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of trotting above eighteen miles in the hour, Mr. Wm. McLeod's Paul Pry.

This horse lived to a good old age, and was last owned by Mr. William Niblo. As he grew old, he became gaunt and raw-boned, but, in his better days he presented to my eyes very nearly the cut of an English, or, perhaps, I should say, rather an *Irish* hunter—for he had something of a goose rump—of the highest form. I have repeatedly ridden him, as he stood for many months in my stable, and he was a fine steady galloper, and could take a four-foot fence in his stroke and think nothing of it.

I have often wondered that, among the many importations of stock by our spirited and enterprising breeders, who are doing so much for the improvement of horses and cattle in America, no one has thought of importing some fine, roomy, sixteen hands, half or two-third parts bred mares, by highly reputed sires. I am satisfied, that such mares, judiciously bred to the strongest and most powerful of our American or imported stallions, such horses as Consternation is reported to be, or as Boston is, in all but the fatal defect of his blindness, would do more to improve the stock of the United States in size and substance, without loss of speed or blood, than any other plan of breeding can effect—since I am satisfied that all attempts at giving strength, bone, and substance to the offspring of light, under-sized, weedy, highbred mares by stinting them to Morgan, or Black Hawk, part-bred trotting stallions, or to imported Norman horses, are moves in the wrong direction, and must lead not to the improvement, but to the deterioration of the stock; which will *probably* not gain much in size or power, and will *certainly* lose in blood, and consequently in the ability to stay a distance.

In order to improve a race, it appears to be indisputable, that the superior blood must be on the sire's side, the size, form and beauty, on that of the dam.

This is, however, a portion of my subject which will be considered more at length in another part of this volume, under the head of breeding, where all the considerations of that interesting topic will be reviewed at some length.

I shall now proceed, shortly, to the other more remarkable

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English families of the horse; treating them, however, far more succinctly than I have done the Cleveland Bays, as they have been less often imported into this country, and have contributed little, if at all, to the formation of any part of the stock of the United States, having left scarcely any perceptible trace of their blood in any existing breed. This is not true of the Cleveland Bays, whose mark is clearly discernible in the working horses of several of the Eastern States, Massachusetts, and Vermont, more especially, into the former of which several mares and one stallion were imported by the late Admiral Sir Isaac Coffin, beside others, I believe, at a more remote period.

The second distinct, old English breed is the Suffolk Punch, which is said to be originally descended from the Norman stallion and old Suffolk cart-mare.

It is now, like the Cleveland, nearly extinct; but has been replaced by an animal possessing many of the characteristic peculiarities and excellences of its ancestors, with higher blood and more perfect finish. "The true Suffolk," says Mr. Youatt, "stood from fifteen to sixteen hands high, of a sorrel color; was large-headed; low-shouldered, and thick on the top; deep and round-chested; long-backed; high in the croup; large and strong in the quarters; full in the flanks; round in the legs, and short in the pasterns. It was the very horse to throw his whole weight into the collar, with sufficient activity to do it effectually, and hardihood to stand a long day's work."

I should here observe, that what is in England called sorrel is a very different color from that which we understand by the same name; which is, in truth, *chestnut*, in all its various tints, from something nearly approaching to real sorrel, up to copper-colored brown, with golden reflections.

The real Suffolk sorrel trenches very closely on the dun, with a kind of bluish or mud-colored under-tint running through it. Their manes and tails are heavy, inclined to curl or wave, and are invariably of a far lighter shade than the bodies; they are often cream-colored, and sometimes even pure white, though without the silvery gloss and sparkle peculiar to the mane of a gray or white horse; and the legs, which are also invariably light, from the knee downward, have a dull, dingy, whitey-brown hue, which is the reverse of pleasing or beautiful.

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In fact, the characteristics of the Suffolk are all those of utility as opposed to show. He is peculiar to the Saxon counties of old England, and is pretty nearly to the horse what the Saxon man is to the human race at large—a shortish, thick-set, square-built, stumpy, sturdy individual, with a good many sterling, solid qualities, and a plentiful lack of graces and amenities; he is stout of body, but slow to move, and when moved, yet slower to desist from motion; persevering, of indomitable will, iron resolution and determined obstinacy, not far removed from stubbornness; but of little spirit, and less fire. He was a useful cart-horse and excellent for teaming; but, in proportion as railroads and locomotives have superseded vans and wagons for the transportation of heavy merchandise and slow passengers, except in cities, the Suffolk Punch has made way for quicker travelling and lighter, if not more honest, or intrinsically valuable animals.

"The present breed," Mr. Youatt continues, "possesses many of the peculiarities and good qualities of its ancestors. It is more or less inclined to a sorrel color; it is a taller horse; higher and finer in the shoulders; and is a cross of the Yorkshire half or three-quarters bred horse.

"The excellence and a rare one of the old Suffolk—and the new breed has not quite lost it—consisted in nimbleness of action, and the honesty and continuance with which he would exert himself at a dead pull. Many a good draught horse knows well what he can effect; and after he has attempted and failed, no torture of the whip will induce him to strain his powers beyond their natural extent. The Suffolk, however, would tug at a dead pull until he dropped. It was beautiful to see a team of true Suffolks, at a signal from the driver, and without the whip, down on their knees in a moment and drag every thing before them. Brutal wagers were frequently laid as to their power in this respect, and many a good team was injured and ruined. The immense power of the Suffolk is accounted for by the low position of his shoulder, which enables him to throw so much weight into the collar.

"Although the Punch is not what he was, and the Suffolk and Norfolk farmer can no longer boast of ploughing more

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land in a day than any one else, this is undoubtedly a valuable breed.

"The Duke of Richmond obtained many excellent carriage horses, with strength, activity, and figure, by crossing the Suffolk with one of his best hunters.

"The Suffolk breed is in great request in the neighboring counties of Norfolk and Essex. Mr. Wakefield of Barnham, in Essex, had a stallion for which he was offered four hundred guineas."

Few of this useful breed of working horses have, I believe, been brought to the United States; and I find no record of any mares, whatever, being imported. A Suffolk cart stallion was, however, sent into Massachusetts, in the year 1821, by Mr. John Coffin of New Brunswick; and, although I do not know in what part of the State he stood, or what mares he served, I have sometimes fancied that I could detect something of the character of the Punches in the short-built, active horses used in the cartmen's drays of Boston, in that State; a widely different animal from that used in the New York trucks, many of which show a considerable degree of blood.

There are two other well-known families of working horses in Great Britain; the first of which is the improved Clydesdale cart-horse, which is said to owe its origin to the Duke of Hamilton, who crossed some of the best Lanark mares, with stallions he had brought over from Flanders. "The Clydesdale is longer than the Suffolk, and has a better head, a larger neck, a lighter carcass, and deeper legs." "It is strong," says Mr. Youatt, "hardy," pulling true, and rarely restive. The southern parts of Scotland are principally supplied from this district; and many Clydesdales, not only for agricultural purposes, but for the coach and the saddle, find their way to the central and even the southern parts of England."

I am not aware that any of these horses have been brought to America; nor do I know that any particular advantage is to be looked for from their introduction, although they are good and faithful horses, excellent for farm purposes, and would make, without any improvement of blood, extremely useful stage-horses, especially for hilly and heavy roads, where more power than speed is desired.

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The Heavy Black Horse of Lincolnshire is another distinct variety, bred in all the midland counties from Lincoln to Staffordshire. They are, in fact, only a smaller and lighter style of dray-horse, improved by admixture of Flanders, and, perhaps, of a small percentage of thorough-blood. They are still immense animals, standing seventeen hands high, with better forehands, finer withers, and flatter and deeper legs than the dray-horse. The improvement in their blood has increased their pace from two and a half to about four miles an hour, on a walk, which is their only pace, since they are incapable of raising a trot. They are used for wagon-horses, and for drawing heavy teams from the wharves through the streets of London, and occupy much the same position in England, as is held, here, by the Conestoga horse, which I believe to be in great part, if not entirely, of this blood.

There was an excellent breed of little horses, varying from thirteen to fourteen hands high, existing in the district of Galloway, on the shore of the Solway Frith, in the south of Scotland, which had their name from the district in which they had their origin. But it is now nearly extinct.

"There is a tradition," according to Mr. Youatt, "that the breed is of Spanish extraction, some horses having escaped from one of the vessels of the Grand Armada, which was wrecked on the neighboring coast. This district, however, so early as the time of Edward I., supplied that monarch with a great number of horses."

It is much to be lamented, that this admirable race of animals is almost lost, and where it exists is sorely deteriorated, owing to the non-perception and non-appreciation of its peculiar excellences as a roadster and hackney, either to drive or ride; and to its unsuitability to ordinary farm work from want of power and size.

To increase these, and obtain a race more suitable to the purposes of agriculture, the farmers of its native region have crossed it with larger and coarser farm-stallions, which has had the very effect, that may always be looked for, under such circumstances; the peculiar excellences of the race are lost, and those, which it is desired to ingraft upon it, are not attained.

It is to be regretted that the truly admirable qualities of the

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Galloway were never brought into notice, until it was too late; the employment of it, while the race was in its best form, being confined, for the most part, to the better class of farmers, small rural proprietors and little country gentry, who were not, in the last century, persons of extended views, or liberal education.

I am disposed to dwell on this animal a little more fully than I should otherwise do, not that it exists in these States, or has ever—so far as we know or suspect—been imported to them; but because it is closely analogous to a kindred animal, of, I believe, the same stock, participating in a high degree of the same virtues, which has in the same manner become extinct, to the deep regret of all true lovers of the horse.

It must be remembered, that in Great Britain, in consequence of the existence of this peculiar pure race of small-sized animals, in the district of Galloway, whence they obtained their name, all very small horses came to be called Galloways; and that in the North of England, particularly, the word Galloway is now synonymous with pony, conveying no pretence that the animal, so called, has any distinctive blood. I will here add that the word pony, in England, is used to imply a horse under thirteen hands in height, which is not subject to taxation—not, as it is used in America, an animal of a short stocky formation, such as, or even larger than, one which would, across the water, be called a Cob. I well remember my surprise at being shown a pair of clever, close-ribbed, round-barrelled horses, of full fifteen hands, and perhaps something over, under the appellation of ponies, on my first arrival here. I proceed, however, to Mr. Youatt's description of the true Galloway, to which I shall append a few observations of my own, on the original breed, its failure, and the attempts which have been made to replace it.

"The pure Galloway," says he, "was said to be nearly fourteen hands high, and sometimes more, of a bright bay or brown, with black legs, and small head and neck, and peculiarly deep clean legs. Its qualities were speed, stoutness, and surefootedness, over a very rugged and mountainous country.

"Dr. Anderson thus describes the Galloway. 'There was once a breed of small elegant horses in Scotland, similar to those of Iceland and Sweden, which were known by the name of Galloways. the best of which sometimes reached the height of four-

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teen and a half hands. One of this description I possessed, it having been bought for my use when I was a boy. In point of elegance of shape, it was a perfect picture; and in disposition it was gentle and compliant. It moved almost to a wish, and never tired. I rode this little creature for twenty-five years, and twice in that time I rode a hundred and fifty miles at a stretch, without stopping, except to bait, and that not for above an hour at a time. It came in at the last stage with as much ease and alacrity as it travelled the first. I could have undertaken to have performed on this beast, when it was in its prime, sixty a miles a day for a twelvemonth running, without any extraordinary exertion.'

"A Galloway in point of size—whether of Scotch origin or not we are uncertain—performed, about the year 1814, a greater feat than Dr. Anderson's favorite. It started from London with the Exeter mail, and notwithstanding the numerous changes of horses, and the rapid driving of that vehicle, it arrived at Exeter—one hundred and seventy-two miles, a quarter of an hour before the mail.

"In 1754, Mr. Corker's Galloway went one hundred miles a day for three successive days, over the Newmarket Course, and without the slightest distress.

"A Galloway belonging to Mr. Sinclair, of Kirby Lonsdale, performed, at Carlisle, the extraordinary feat of a thousand miles in a thousand hours.

"Many of the Galloways now in use are procured either from Wales or the New Forest; but they have materially diminished in number; they are scarcely sufficient to supply even the neighboring districts, and they are still more materially deteriorated in form and value. Both the Welsh and Hampshire Galloways and ponies claim, however, some noble blood."

In my own youth, I recollect to have seen two Galloways of the true Scottish blood, as distinct from those, of which I shall presently speak, created by especial breeding, in the vain hope of filling the vacancy.

They were both, as nearly as possible, of the size indicated, fourteen hands to fourteen hands and a half in height; but, unlike what is stated above of their color, they were of a deep, rich, glossy chestnut, almost copper-colored in the shadow, with

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legs not black, but decidedly darker, instead of being lighter than the bodies.

I have myself no objection whatever to white legs and feet, of any number, or to any extent—I do not believe that white hoofs are, in the least degree, softer or more brittle than black hoofs; and I believe that the old ideas current, in reference to the number of white legs or feet indicating excellence or the reverse, are the merest and stupidest of all old wife's superstitions; but I do plead guilty to the strongest prejudice against self-colored legs of a lighter shade than the rest of the limbs, growing paler and more dingy as it descends.

A bay horse, with pale, dingy, dull-yellow legs, approaching to dirty sorrel, is, according to my notion, to whatever pedigree he may lay claim, certain to be largely tainted with coarse cold blood; and a chestnut with sorrel legs, or a sorrel with whitey-brown-paper legs, I think worse yet; and I would own such an one, on no consideration. On the other hand, I consider the gradual darkening of the legs downward to the hoof, or if the animal have white feet or white stockings, downward to the upward margin of the white, as a corroborative indication of good blood; if the legs be also clean, flat-boned, and free from hair about the fetlocks.

All these points were conspicuous in the Galloways of which I speak, and, moreover, they had long, thin manes; rather spare than shaggy tails; small, lean, bony heads; one of them with the broad brow and basin face of the Arab; thin necks, particularly fine toward the throat, and setting on of the head; soft silky coats; large eyes, and all the particular indications of thorough blood.

Their paces were generally the walk or the canter; and neither of the two was a particularly handsome or fast trotter, going along at a good rate, indeed, but in a shuffling style, neither clearly a trot nor a canter. One of them, which I often rode, *ambled*, as it was called then and there, so fast as to keep up with the hand gallop of a thoroughbred lady's mare, in company with which it was constantly ridden.

This Galloway, so far as I can remember it, was in fact neither more nor less than a natural pacer, and I am convinced

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that the other might with ease have been trained to the same pace, and to a good rate of going.

Whether this was or was not a characteristic of the race, I am unable to say; but I know that the animals seemed to me, then, perfect *beaux ideals* of Andalusian jennets, and were regarded as such, by persons more competent to pronounce than myself.

Taken in consideration with reference to the tradition, as to their origin, and comparing this with the like story in regard to the Narraganset pacers, I am of opinion that these two now nearly extinct races, were nearly, if not altogether identical, both in characteristics and descent; and that it is equally lamentable, that both breeds have passed away, owing to a want of comprehension of their merits, and a failure of well-directed efforts to preserve them.

In relation to the Scottish Galloway, attempts have been made, by breeding, to produce a creature analogous to it, and possessing the same qualities; it has, however, but partially succeeded. Neither its remarkable beauty, nor its singular endurance as a roadster, which was its most marked, as well as its most important, characteristic, having been in any degree reproduced by the experiments at artificial breeding.

This, by the way, is in nothing remarkable, although the converse proposition would have been very much so; if, as is insisted, the Scottish Galloway was, in itself, an animal of pure original descent. Since it is well established, that, however nearly, by the admixture of different races of animals, we may in the end produce an external imitation of some particular family or breed, we must never look to create physical or moral qualities, much less to establish, by a succession of mixtures, a blood which shall transmit itself unmixed and identical, from generation to generation.

This appears to be an immutable, as it is a most wise and providential law of nature.

Monsters and mongrels cannot reproduce their qualities, or even their external form. Were it not so, this fair earth would, long ere this, have become a chaos—a mere laboratory of monstrosities; and the excellent forms, graceful movements, and artistically attributed hues of the types of the animated world,

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would be lost in a mixed congeries of grotesque and daily-degenerating hybrids and monsters.

And this is a fact which never ought to be forgotten by the breeder of animals. He may raise a superior animal by the crossing of an inferior with a superior blood; but he can never establish that cross—never keep it stationary—never render it capable of reproduction, preserving its improved attributes unaltered.

Thus from a Cleveland Bay mare, one may, by the service of a thoroughbred sire, readily produce a most valuable half-bred animal, for many purposes of the field, the road, or the farm.

Naturally, one would suppose, that by taking two such half-breds of opposite sexes, the offspring of parents entirely unconnected by birth, but both pair holding the same relation of blood, that is to say, both the sires thoroughbred and both the dams Clevelands, and breeding them together, he would obtain an offspring similar to the immediate parents; of which it necessarily possesses the identical blood, in the identical proportions—viz. one half thorough, one half Cleveland Bay, blood; though in four, instead of two crosses.

No such thing, however, is the case; as is well known to every breeder in the north of England, if not elsewhere.

No man, putting his half-bred mare to a half-bred, or even two-thirds-bred, stallion, would expect to have a colt equal to either of the parents; or even, in case of the sire having two or more crosses of pure blood, equal to the progeny of a common mare with a thoroughbred horse.

Nor would any man dream of buying an animal so bred, with a view to hunting him; knowing right well, that before he had gone fifteen minutes at the best pace of hounds, his tail would be shaking; and that, before half an hour, he would stand still. Yet the same man would not hesitate to ride a half-bred, by a thoroughbred.

Why these things should be, we do not know. It is one of the mysteries of nature, which we cannot fathom, and of which we must rest content to know, that they are, and will continue to be, in despite of all man's weak attempts, whether intentional or casual, to interrupt the course of nature.

Even in our own race, it is an assured fact, that the off-

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spring of the white and the negro cannot continue, above a generation or two, or at most three, to intermarry, like to like, and reproduce itself, without recurring to one of the original stocks, from which to derive vitality and vigor.

By continual interconnection with the white, it rises nearer and nearer to the higher type; by recurrence to the black, it relapses into that, from which it was temporarily lifted by the first hybridization.

So it is with horses, to the letter. If the half-bred filly be united to a thoroughbred, and her female progeny be so connected *ad infinitum*, after a few generations, although the drop of base blood must still be there, until the end of time, the progeny will be but a little removed in quality, and entirely undistinguishable in outward appearance, from the pure-blooded animal.

If, on the contrary, the half-bred filly be bred back to the Cleveland Bay, or cart-horse, even more rapidly than in the other case, will the process of assimilation, or, in this instance, of re-assimilation advance. Before the third or, at farthest, the fourth cross, the outward characteristics of the pure blood will have wholly disappeared; and, although, as in the other instance, the drop of noble blood must continue there *ad infinitum*, its effects will be to all intents and purposes lost, and the animal will be, in spirit and endurance, as in show, little superior, if at all, to the baser of its original progenitors.

That the same process should occur, where half-breds are inter-bred with half-breds, generation after generation, is inexplicable; but it is certain. Why the pure blood, which, where it exists unmixed, seems to be indestructible, should be incapable of a prolonged existence when mixed, and must, slowly, but certainly, die out, no man can say, or conjecture. But that it is so, is shown, beyond a peradventure, by the experience of centuries in the system of breeding, and is confirmed by the opinion of all distinguished physiologists.

Like democratic conquests, it can only be preserved by farther conquests. Acquisition must be added to acquisition, or the first gain must become a loss.

To this consideration I shall have occasion ere long to revert, when dealing with the pretensions of what assumes to be a

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peculiar and distinct family of the American horse, and again when treating of the theory and system of breeding in general.

Now, briefly, to revert to the subject matter whence I have recently been led devious, I would remark that the attempt to reproduce the Scottish Galloway, of which I have spoken as a failure, was simply the stinting clever, active, pony-mares of twelve and a half or thirteen hands in height, purposely selected for their shape, legs, feet, general soundness and hardihood, and easy action, to thoroughbred stallions of the best blood, chosen with as much care as the dams, low in stature, but bony and close-ribbed up, with the fine heads and necks, the sloping shoulders and thin withers of the oriental type.

From this union was produced a stock of extremely neat, highly bred and finely formed animals, with pretty action and a fair turn of speed. These are the animals which are used as boys' hunters, up to the time when the aspiring Etonian or Harrowite is supposed to be arrived at the supreme height of his ambition, the capacity to manage a horse.

I have myself ridden, in my younger days, two and three-part bred Galloways, from an original pony stock, which, with a boy's seven or eight stone upon their backs, were quite able to hold their own and live, not perhaps quite in the first flight, but in a very fair place, among hard-riding and well-mounted men, through a racing run with fox-hounds, and win a brush for their rider at the end.

On these same Galloways the young ladies of the family learn to ride, while the masculines of the rising generation are construing Homer, cricketing, or sculling wherries on the Thames; and ultimately, as the boys, promoted into men, ascend the backs of veritable horses, the girls obtain possession of the little favorites, transmitting them each to the next younger, as they, too, mount up to the thoroughbred park-hack, with its *darling* bangtail, and become, *ex officio*, young ladies.

The larger and heavier of these become covert hacks and roadsters for non-hunting, elderly gentlemen, clergymen and country doctors; they are usually sure-footed—a quality which they inherit from the pony mother, probably of Scottish or Cambrian mountain descent,—have good, round action, and a reasonable turn of speed.

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If they increase to full fourteen and from thence up to fifteen hands, powerfully built, with short backs, round barrels, deep, clean legs, coupled with lofty crest and carriage, fine heads, the ability to carry fourteen stone, or upward, at their ease, to trot fourteen, or gallop eighteen, miles in the hour, having two, or more, authenticated crosses of pure blood, they are called *cobs* of the first class, command immense prices, often above a hundred guineas, and are intrinsically, apart from the consideration of money price, extremely valuable quadrupeds, and much sought after, by men who ride heavy, and who ride much, on the road.

Still, they are not Scottish Galloways, nor any thing resembling them—if only in the one point that the Scottish Galloway could and did, and that the artificial Galloway cannot and does not, transmit either its form or its qualities by hereditary descent.

Of the other English or British breeds, it is needless to speak at large; as most of them are known and imported, though rarely, if ever, bred in this country; and the others, which are not known, have no interest attaching to them, as having no especial utility or adaptation for any purposes here.

The former are the little Shetlander; rarely exceeding twelve hands in height, and often much smaller; which, for such an atom of horseflesh, has greater weight-carrying power, greater comparative speed, and greater endurance than any animal in the known world; and the larger and less finely formed Highland pony, which, while acknowledged inferior to the genuine Sheltie, still possesses many of its qualities, especially its hardihood, sure-footedness, power to carry weight, and gallant endurance. In neatness of form and limb, it is inferior, as much as it is superior in size, to the Shetlander; yet the smaller of the Highland ponies are frequently passed off on those, who are not first-rate judges, as their tiny northern cousins.

Their great good-temper, docility, and sureness of foot, render them the best of all animals on which to put young children, and they are commonly used for that purpose in America; the ass, which is decidedly better than the pony for giving a firm seat and controlling hand, inasmuch as it is far more difficult to sit, and as it requires both a will and a way to

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compel it against its own will, being hardly known at all, and never used for such purposes in the United States.

In England, it is invariably the first step, and it is curious to see what power it gives to the young rider, who, having learned his rudiments on the obstinate but long-enduring grizzel, finds himself impregnably seated on a high-spirited pony, which an inexperienced spectator would imagine infinitely the more difficult to ride, and able to defy all its cabrioles or soubresaults to unseat him.

A boy who can sit an ass, so that he cannot be kicked over its head, can sit any thing, and is in a fair way to make a first-rate horseman. Hence its extreme fitness for teaching children; its form rendering it very difficult to sit, its temper very difficult to control, while, at the same time, its stolid and lazy habits avert all danger of its doing more than depositing its young rider gently in the dirt, and then falling to graze on the nearest dock leaf or Canada thistle. It never shies, never plunges, and, above all, never runs away. It is, perhaps, at once the least dangerous and most difficult animal to ride in the whole range of the quadruped creation.

I well remember the fun of a scene, which occurred at some rural merry-makings in the park of a gentleman in whose neighborhood I was brought up; when donkey races being a part of the programme, half a dozen young men, all of them first-rate performers across country, and able to handle the wildest thoroughbred, relying on the fact, that they had all *once* been donkey-riders themselves, undertook to act as *jocks* on the occasion, to the racing neddies.

It was all very well at first, but when the tug arrived, and the spur was exhibited at the run-in, up went the heels and down went the heads of all the neddies simultaneously, and away went the gallant jocks, yards over the long ears of their *montures*, who at once betook themselves to munching the greensward, much to the amusement of the lady spectators, and to the delight of the ten and twelve year-old urchins—legitimate owners of the neddies, and younger brothers, or cousins, of the discomfited Meltonian jocks—who shortly after, legitimately perched on the croups of the animals, delivered a sweepstakes, which came off with great eclat, among universal cudgelling

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and spurring, none of the riders caring an iota more for the neddy's kicking up, than neddy cared for his rider's spurring, or losing so much as a stirrup in the race.

Before passing to the next branch of my subject, I suppose I should say a word as to the Irish hunter, as he is, in some sort, a distinct animal; not as producing himself from original parents, but as originating from a cross of the thoroughbred with the native Irish horse, and as possessing a peculiar way of going, which, at first, I presume, acquired in conformity with the requirements of the country he is called upon to cross, has become characteristic, and now appears to be native to the breed, as it seems to be "to the manner born."

The Irish hunter is in general a less highly-bred horse than his English competitor; not often, I should say, having more than two crosses of pure blood, and is not unfrequently somewhat ragged in his shapes.

He has, almost always, a good forehand and crest, not a particularly blood-shaped head, but bony and well set on. He is so often goose-rumped as to render that point, in some degree, one of his characteristic marks; and, in the old day, if he had been long in his own country, he was too often nicked, so as to make him carry his dock curled over his rump, greatly to the detriment of his appearance, and tending to make him look even less blood-like than he really is.

His legs and feet are almost invariably good; he is apt, I think, to be a little short and straight on his pasterns, but is sound and sure-footed. He is quick, rather than fast; nimble, rather than swift; a clever jumper, rather than a slashing fencer.

He goes, owing to the nature of his country, wherein there is little, comparatively speaking, of good galloping ground, the soil being for the most part either deep and soft, or broken, rugged and stony, far more within himself and upon his haunches, and far less extended, than an English hunter. For wall-leaping, where there are no ditches, he is unrivalled, though very uneasy and difficult to sit; taking nothing in his fly, but stopping short with his forefeet almost in contact with the obstacle, and then bucking over it with all his legs together, and alighting not unusually on his hind feet—a practice, which, however

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unpleasant to sit, and difficult to unaccustomed riders, unquestionably spares the back sinews of the forelegs many a severe jar.

He is particularly adapted to the broken, rudely tilled, and rugged country, in which he is used; where stone walls are the most ordinary fences, and next to them double ditches, with a turf bank or dyke between them. These latter he has a particularly clever trick of spurning with his hind hoofs, as he tops them, so as to gain a purchase whence to make a second spring, thereby clearing the second drain—the whole fence being usually too wide to be cleared at a stride, while the turf dyke is too rotten and insecure to admit of its being leaped, on and off, like the somewhat similar banks of Hertfordshire and Essex.

In England he is not a favorite, his mode of leaping causing him to lose time at his fences, when the hounds are flying as they do in the grass countries, and also rendering him liable to jump short, in case of there being a large ditch, as there usually is, to the stake and bound fences. He is, moreover, not generally a good water-jumper, which is a fatal defect in countries abounding, as the best English hunting counties do, in large brooks and yawning drains.

For American hunting, where hunting on horseback exists, he is, of all others, the very horse required; his immense powers, as a jumper of height, enabling him to hop over the stiffest six-bar Virginia rail-fences, as if they were nothing; while the woodland and otherwise encumbered character of the country would render his want of speed of comparatively small account.

I know not how, or why, it should be so; for I have no knowledge that Irish horses have ever been imported into this country in sufficient numbers to have any effect on the character of the American horse; but the resemblance of the two families struck me, on my first arrival in the United States, nor can I yet divest myself of the idea.

The American Stud Book, from the earliest times, records but three or four importations of Irish race-horses; I myself remember but one, Harkforward, the brother of Harkaway, by Nabocklish, imported by the late Judge Porter into Louisiana; and he died, almost immediately after his arrival, of the bite of a rattlesnake.

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Had there, however, been many thoroughbred stallions covering here, it could not account for the similarity; since the peculiar points of the Irish hunter, in which the similarity resides, are not those of his thoroughbred sire, but of his Irish dam.

It does not seem likely that Irish hunting mares should, at any period, or in any part of the United States, ever have been largely imported, as there has not, at any time, been a demand for such animals; and it is next to a certainty, that common Irish farm horses never have been brought hither, as they are—those of the native and indigenous type, I mean, unimproved by mixture with the Cleveland bays, the Punches, or the Lincolnshire blacks—as wretched a race of raw-boned, straight-shouldered, ewe-necked garrons, as a man had need to behold.

Still, the resemblance is so striking, that I am certain the first impression of an American horseman, on seeing the gathering at an Irish coverside, would be that two-thirds of the field were mounted on American trotting horses; while, at a similar scene in England, he would be half inclined to set down the highly-blooded and highly-groomed two and three parts bred *cock-tails*, as gigantic thoroughbreds, until corrected by a fuller estimate of their bone and weight.

And I could instance scores of trotting horses here, such as old Top-Gallant, Columbus, Paul Pry, and in later days, Tacony, Lancet, and others, which have precisely the cut, to the life, of an Irish hunter in a very high form, and which, I have no doubt whatever, if they had been trained to leap and gallop, instead of to trot, would have won their laurels as decidedly on that field, as on this which they now occupy with so much distinction.

I now come to the American application of the facts collected above, in regard to the different races, or families, of English horses, which do, or did recently, exist in that country, entirely pure and unmixed; although it is not usual to apply the word "pure" to any stock or breed except that of the thoroughbred race-horse.

It will, of course, have been observed and understood, by any one who has read attentively what has gone before, that the effect of the improvements, brought to pass in horses of every caste, intended for every purpose, in England, has been to destroy and abolish distinct races, other than that of the

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thoroughbred; and that there is, probably, now in England no breed or family whatever, entirely without mixture, in some greater or less degree—some, of course, infinitesimally small—of thorough blood, unless it be the dray-horse and the Scottish pony.

There is constantly going on a prodigious quantity of that, which Mr. Carlisle is pleased to designate as *inarticulate howling*, over the decline of the good old English hunter, the excellent old English roadster, and, in a word, of every thing that is old in the way of horse-flesh.

All this is, in my opinion, the merest of stupidity—precisely on a par with the regret, expressed by some wiseacres, for the decline of the good old English squires, of the days of the first Georges—the riders of these identical excellent old English roadsters and hunters, concerning whose loss *illæ lachrymæ*. These good old English squires, be it observed, *en passant*, were generally ignorant, stolid, besotted, and brutal, to a degree comparable to nothing which exists in any class, however abject, of the present day, that is not positively vicious.

Rising at four o'clock in the morning, in the saddle and trailing the fox to his kennel before six, they plodded along through mud and fallow, on great hairy-fetlocked brutes, as coarse, and slow, and uneducated as themselves, for eight or ten mortal hours; they adjourned from the saddle to the dining-room; whence, gorged with half-raw beef and venison, besotted with October and punch, roaring out stupid or obscene songs, through an atmosphere reeking with tobacco-smoke, they were carried off, by nine at the latest, by their clownish servants, only less drunk than their masters, to their beds, there to snore off the evening's debauch; and thence, on the next morning, by a repetition of the past day's exercise, to earn an appetite for the next evening's revel.

And this no casual occurrence, no picture of an accidental or occasional lapse of a minority, but the daily habitude, during seven or eight months of the year, of nine-tenths of the resident rural proprietors of this good old England, from the times of Queen Anne nearly to the commencement of the present century.

During those dark and corrupt ages, the basest and most dis-

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creditable, to my mind, of any in the whole history of England, all that there was of education, of grace, or of refinement, was crowded into the metropolis, mixed even there with inconceivable coarseness, inconceivable corruption; while the whole gentry, and, with a few rare exceptions, even the clergy of the rural districts, were steeped in ignorance, imbrued with brutal debauchery, and marked by a coarseness of manner and language—even in the presence of their women—that has no parallel at the present day, in the wildest frontier taverns of the farthest South-west, in the rudest camp of California or Australia, in short, any where among civilized men, unless it be at a wake or a *pattern* in Galway or Tipperary, if the performer at those celebrations can be called civilized.

In one word, I believe that there is exactly the same degree of comparison between the English or American country gentlemen of the present day, and the English squire of those dark ages, that there is between the English and American hunter, roadster, trotter, carriage-horse, and cart-horse, of the latter half of the nineteenth century, and the corresponding animal of the first half of the eighteenth; and that there is just as much sense in *howling* over the decline of the horses of that age, or pretending to desire their reproduction, as there would be in affecting to desire to introduce the Squire Westerns, the Bumper Squire Joneses, and the parson Trullibers of 1757, in place of the educated and accomplished gentlemen of 1857, on both sides of the Atlantic.

Furthermore, I believe, that very much of the absurdly exaggerated estimate which tradition has set on the mythical performances of the horses of the olden time, on the racing turf, such as Childers, Eclipse, and many others of the same period—an estimate which still miraculously befogs the judgment even of men capable of judgment, long after it has been proved to be founded on nothing—has its origin, in a great measure, from the incalculable superiority of thoroughbred horses, even of ordinary excellence, to the coarse-bred road-hacks and scarcely superior hunters of that day.

To men, accustomed to ride Cleveland Bays, with no cross of thorough blood, in their unmixed state, as the best style of hunters, and to trot along the road on animals which no

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teamster would now put into his cart-shafts, the pace of even a very slow race-horse would naturally seem so enormous, that one easily ceases to wonder at the spectators believing that Flying Chifders ran his mile in a minute—the rather, that there were no means *then* in existence by which speed of that kind could be tested; and that a mile in a minute was a purely ideal rate, which could be compared to nothing, and reduced to no standard; since there existed nothing on earth capable of being tried, or, known to men, which had ever gone, or was capable of going at that speed, unless it were a bird in the air, or a fish in the sea.

How any sane man can persist in inquiring whether this or that horse ever ran a mile in a minute—as we see by the queries in sporting newspapers, that fifty, at the least, are inquiring every year—when he has surely seen a railroad engine going at something far under that rate, yet far above the powers of any horse to rival it, one would find difficulty in comprehending; if it were not evident that the credence which men give to things, nowadays, is in the inverse ratio to their intrinsic credibility; and that, in a word, if any thing be disbelieved, at present, it is not because it is absurdly incredible, but because it is not sufficiently absurd or incredible to command credence.

Be this as it may, there is no evidence, or shadow of evidence, that the early English race-horse was superior, in any point of speed, endurance, or capacity of labor, to the American or English horse of to-day.

If there are, now, more rarely wonders that outdo all contemporaries, it is that the general standard of excellence is so much higher, that to surpass it extraordinarily is infinitely more difficult.

In every other class of horse, except the thoroughbred—the hunter, the roadster, the trotter, the carriage-horse, the trooper, even the team-horse—the improvement is not smaller, in the last century, than that in machinery, and scientific applications, during the same lapse of time.

Nor is it altogether true, that any class or type of animal has wholly disappeared or become extinct in England; or, for that matter, in America, either, so far as it ever had any existence on that continent, unless it be the very coarsest type of

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cart-horse, or some fancy family of no general application or utility, such as the Naragansett pacer, or the Scottish Galloway. What has occurred is this—all the types of animals, even with all the improvements which have been made in them, have fallen down three or four stages; and if the much bemoaned good old English squires could arise from their lowly beds

"At breezy call of incense-breathing morn,"

and resuscitate with them Towler and Jowler, and all their deep-mouthed, crook-kneed packs, with which to badger a fox to death in a run of eight mortal hours, they would find infinitely superior hunters to any they had ever backed during their lives, going indeed not as hunters, but drawing the slowest second-class gentlemen's carriages *in the country*, and the very best beasts of their own precise class, in the better style of vans and omnibuses, in the towns and cities.

There are hundreds of horses to-day in New York carmen's trucks, superior in blood, form, and powers of every kind, to the best hunter that went in England in the reign of the first or second George; and the best road-hackneys of the same date were not comparable to the smaller and lighter cart-horses of the present day, such as go in the baker's or the butcher's wagon. So much for the croaking of the praisers of the age that has just departed!

In all branches of equestrianism, speed has been for years the end aimed at, in connection with the ability to carry weight and to endure continued exertion. Mere weight and the ability of dragging enormous loads at a foot's pace, have ceased to be qualities desired or desirable, in the horse; while quickness is, and ever will continue, so long as time shall have its value, the valuable consideration.

Whether the present modes of racing, either in this country or in England, are the best devised to preserve the breed of race-horses at their utmost perfection, is another question, and is open to much doubt—doubt fully as great on this, as on the other side of the water—the absurdly light weights adopted in America, being in my opinion fully as detrimental, in encouraging the maintenance of a wrong type of thoroughbred, as are the short distances now run in England.

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For my part, I could wish to see four-mile races introduced in England, though without the reintroduction of heats, which I cannot regard but as an unnecessary and over severe strain on the faculties of the animals, and the return to nine and ten stone weights, or 126 lbs. and 140 lbs., on the back of five and six-year-old horses.

Whatever may be the effect of the present system in England, as to throwing the weight-carrying thoroughbreds, capable of running four-mile heats, out of the turf and into the hunting stables, I am not prepared to say; but certain I am, that the system has not been in effect absolutely to abolish the type of horse capable of that work; far more certain than I am that the system of breeding to carry extremely light weights, boy's weight in fact, in the United States, has not been to prevent the creation of a type or race of thoroughbreds, capable of carrying heavy men in the field or in the road, with as much distinction as they have won by their speed and undeniable power of staying a distance on the turf.

On the trotting course, as on the racing turf, the tendency of the age has been, and still continues to be, toward speed—but in our trotting, as in English fox-hunting, neither the power to carry weight nor the endurance to continue at work, is neglected. Nor is there the slightest appearance of growing degeneracy in either quality.

On the contrary, with the increase of blood and of speed, the power of endurance has advanced, both in the hunter and the trotter; nor in either has the ability to carry weight diminished. Of course the union of the three qualities in the latter animals commands the largest price; whereas in the racer, so far as he is viewed as a racer only, and not as a progenitor, speed and endurance for a distance alone are regarded. Even in these, however, and even under the present system, the ability to carry weight must needs enhance, and does enhance, their value for the stud, as increasing the probability of their proving the sires of the most serviceable and costly half-breds.

In every other department and style of horse-breeding, I am convinced that the introduction of pure blood into all the old strains has done incalculable good, and that every stamp of animal through the country, has advanced upon the similar

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animals of the last century, almost as far as pure science or mechanism has advanced.

And I should as soon think of regretting the progress of mechanism, of naval architecture, of gunnery, of the arts, or of pure science, as I should of deploring the dying out of the obsolete races of cart-horses, of old English roadsters, and of those equine elephants who wore as many bushels of hair at their heels as they could move tons of coal or pig-iron at a dead pull, and were, at the same time, incapable of going three miles in an hour, with a feather on their backs or behind them, to save their own or their owners' lives.

In the United States and British America, again, we shall find that this process of absorption or abolition of all the old special breeds, and of the amalgamation of all into one general race, which may fairly be termed specially "American," possessing a very large admixture of thoroughblood, has gone on far more rapidly than in England—the rather that, with the one solitary exception of the Norman horse in Canada, no special breeds have ever taken root as such, or been bred, or even attempted to be bred, in their purity, in any part of America.

In Canada East, the Norman horse, imported by the early settlers, was bred for many generations entirely unmixed; and, as the general agricultural horse of that province, exists so yet, stunted somewhat in size, by the cold climate and the rough usage to which he has been subjected for centuries, but in nowise degenerated, for he possesses all the honesty, courage, endurance, hardihood, soundness of constitution, and characteristic excellence of feet and legs of his progenitor.

Throughout both the provinces he may be regarded as the basis of the general horse, improved as a working animal by crosses of English half-bred sires; and as a roadster, carriage-horse, or higher class riding or driving horse, by an infusion of English thorough blood.

All these latter types are admirable animals, and it is from the latter admixture that have sprung many of the most celebrated trotting horses, which, originally of Canadian descent, have found their way into the New England States and New York, and there won their laurels as American trotters.

Still it is not to be denied that there are, in different sections

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of the United States, different local breeds of horses, apparently peculiar, and now become nearly indigenous to those localities, and that those breeds differ not a little, as well in qualities as in form and general appearance.

A good judge of horse flesh, for instance, will find little difficulty in selecting the draught-horse of Boston, that is to say, of Massachusetts and Vermont, from those of New York and New Jersey, or any of the three from the large Pennsylvania team-horses, or from the general stock of the Western States.

The Vermont draught-horse and the great Pennsylvania horse, known as the Conestoga horse, appear to me in some considerable degree to merit the title of distinct families, inasmuch as they seem to reproduce themselves continually, and to have done so from a remote period, comparatively speaking, within certain regions of country, which have for many years been furnishing them in considerable numbers to those markets, for which their qualities render them the most desirable.

I had hoped, on commencing this work, to be able to obtain authentic and satisfactory accounts of these various families, and to have approximately at least, fixed their origin and derivation. With a view to this end, I addressed circulars to the officers of the agricultural societies of all the principal breeding States of the Union, to whom I take this opportunity of recording my obligations for the aid which they have rendered me in my undertaking; but I regret to say, that the result has generally been disappointment; for, with scarcely an exception, these most useful societies being but of recent origin, and having turned their attention rather to improving the present and providing for the future, than to preserving records of the past, have in their possession no documentary evidence whatever, as to the sources whence their peculiar stocks have derived their origin and excellences. All, therefore, that can now be done, is to describe the characteristic points of the breeds in question, and by comparison with existing foreign races, and by the collation of such scanty notices of importations as can be gleaned from periodicals, to approach, conjecturally, the blood from which they are derived, and also the manner in which they have been originated, where they are now found.

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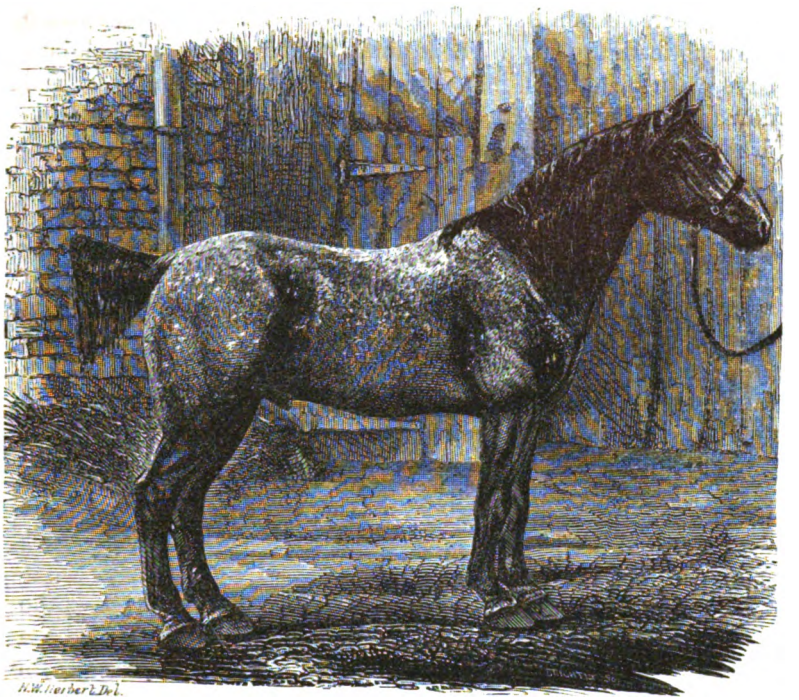

HISTORY

OF THE VERMONT DRAUGHT-HORSE.

In the first place, of the Vermont draught-horse, I have been able, from his own locality, to obtain no information whatever; all the horse interest and ambition of that State, and indeed of the Eastern States generally, appearing somewhat strangely and injudiciously, I must say, it seems to me, to centre in what they are pleased to call the Morgan *family*.

The above cut is a portrait from life of a fine gray draught horse, in the possession of Adams's Express Co.; height, 16 hands; weight, 1160 lbs.

Incomparably, however, the best light team-horse, or extremely heavy carriage-horse, and another yet lighter horse of somewhat the same type, are raised in Vermont, and in Vermont alone, in perfection.

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No persons familiar with the streets of New York can fail to have noticed the magnificent animals, for the most part dark bays, with black legs, manes and tails, but a few browns, and now and then, but rarely, a deep rich glossy chestnut, which draw the heavy wagons of the express companies; and I would more especially designate those of Adams & Company.

They are the very model of what draught-horses should be; combining immense power with great quickness, a very respectable turn of speed, fine show and good action.

These animals have almost invariably lofty crests, thin withers, and well set on heads; and although they are emphatically draught-horses, they have none of that shagginess of mane, tail and fetlocks, which indicates a descent from the black horse of Lincolnshire, and none of that peculiar curliness or waviness which marks the existence of Canadian or Norman blood for many generations, and which is discoverable in the manes and tails of very many of the horses, which claim to be *pure* Morgans.

The peculiar characteristic, however, of these horses, is the shortness of their backs, the roundness of their barrels, and the closeness of their ribbing up. One would say that they are ponies until he comes to stand beside them, when he is astonished to find that they are oftener over, than under, sixteen hands in height.

These horses are, nine out of ten, from Vermont, and not only are they the finest animals in all the United States, in my opinion, for the quick draught of heavy loads—for which opinion of mine I have a reason to produce in justification—but the mares of this stock are incomparably the likeliest, from which, by a well chosen thoroughbred sire, to raise the most magnificent carriage-horses in the world.

In proof of what I assert, I will relate two circumstances connected with this breed of horses, which have come under my own immediate observation, and which cannot fail to have weight with candid judges.

During the Canadian rebellion of 1837, the English force being largely augmented in the provinces, two cavalry regiments, with a considerable park of artillery, were among the number of the reinforcements. The cavalry consisted of the

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First Dragoon Guards and of the Seventh Hussars; the latter of which, a light regiment, brought its horses with it from England. The Dragoon Guards, which is as heavy a cavalry regiment as any in the world, except the Lifeguards and the Royal Horseguards, which are *cuirassiers*, came dismounted, and were all horsed from Vermont, with scarcely an exception, the Canadian horses not having either the size or power necessary to carry such weight.

I saw this magnificent regiment several times under arms, after the horses had been broken and managed, and certainly never saw a heavy regiment more splendidly mounted in my life. The whole of the artillery was horsed from the same region, and with precisely the stamp of horse which I now see daily before the New York Express Vans; and I myself heard a very distinguished officer of rank, who has won still higher distinction in the Crimea say, that the artillery had never, in his knowledge of the service, been better, if so well horsed, as it was while in Canada.

It may be worth while to add, that the hussars, when ordered home, as is usual, in order to save the expense of transportation, sold their horses; but the dragoon guards and artillery, unless I have been most wrongly informed, took the greater part of theirs, and especially the mares, home with them, owing to their superior quality.

Of the existence of this breed, therefore, there can be no doubt, nor of its excellence. In the old days, while staging was in its perfection in New England, before the railroads had superseded coaching, it was the lighter animals of this same breed and stamp, which drew the post-coaches, in a style that I have never seen approached, out of New England, in America; nor do I believe that it ever has been approached elsewhere. For several years it was my fortune, some twelve or thirteen years since, when Salem was the extreme eastern limit of railroad travel, to journey a good deal between Boston and Bangor, in Maine; and, as I always preferred the box, with the double object of observing the country, and seeing the horses work, having, also, a tolerable knack of getting on with the coachmen, who, by the way, were *coachmen*, on those roads, in those days, not stable-helpers—each one coaching his own team along,

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as well or as badly as he could, according to the fashion of all the other States in which I have journeyed—I contrived to pick up some information, concerning the quick-working, active, powerful, well-conditioned, and sound animals, which excited both my wonder and my admiration.

My wonder! for that, in my stage-coach experiences in New York, New Jersey, Pennsylvania, and Upper Canada, from the year 1831 to 1836, of which I had *enjoyed* considerable opportunity—having once voyaged in what was called, by a cruel irony, the Telegraph Line, from Albany to Buffalo, through, in three days and two nights—I had formed any thing but a favorable estimate of American stage-coaching.

My admiration! for that over roads, though very well kept for the state of the country, which would have made an English whip open his eyes, and probably his mouth also, in imprecations both loud and deep, and through a very rough line of country, so far as hills and long stages were concerned, I never saw any horses, in my life, do their work more honestly, more regularly, or more quickly.

The rate of going was nine miles, including stoppages; to do which it was necessary to make between ten and eleven over the road; the time was punctually kept—as punctually as on the best English mail routes, at that time, when the English mail was the wonder of the world; and I have no hesitation in saying that ten and a half to eleven miles an hour, over those roads, is fully equal to thirteen or fourteen over the English turnpikes, as they were at the time concerning which I am writing. And I speak, on this subject, with the conviction that I speak knowingly; for, between the years 1825 and 1831, there were not a great many fast coaches on the flying roads of the day, on the boxes of which I have not sat, nor a few of the fastest, on which I have not handled the ribbons.

All these horses were evidently of the very breed and stamp which I describe; and I learned, on inquiry, that it is from the region I have named, the northern part of Massachusetts, namely, Vermont, and perhaps some portion of New Hampshire, that most of the horses came, and that from those quarters, moreover, is the origin of the horse of Maine, almost without admixture.

Whence this admirable stock of horses came, or how it has

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been created, there is, as I have observed, no record. I do not, however, think it impossible, or even difficult to arrive at something not very far from the facts of the matter; if one look to the sources whence he might reasonably expect such a strain to be deduced, and then find that such sources are not wanting, and that nearly in the proportion one would have suggested.

In the first place, then, the size, the action, the color, the comparative freedom from hair on the limbs, the straightness of the longer hairs of the mane and tail, and the quickness of movement, would, at once, lead one to suspect a large cross, perhaps the largest of any, on the original mixed country horse, of Cleveland Bay. There are, however, some points in almost all these horses, which must be referred to some other foreign cross than the Cleveland, not thoroughbred, and, as I have mentioned above, certainly not Norman or Canadian, of which these animals do not exhibit any characteristic. The points to which I have referred, are, principally, the shortness of the back, the roundness of the barrel, the closeness of the ribbing up, the general punchy or pony build of the animal, and its form and size, larger and more massively muscular than those of the Cleveland Bay, yet displaying fully as large, if not a larger, share of blood than belongs to that animal, in its unmixed form.

The prevalent colors of this breed, or family, if I may so call it, also appear to point to an origin different, in part, from that of the pure Cleveland Bays, which, as I have before observed, lean to the light or yellow bay variation, while these New Englanders tend, as decidedly, to the blood bay, if not to the brown bay or pure brown.

Now these latter are especially the dray-horse colors, and the points which I have specified above are also those, in a great measure, of the improved dray-horse.

The cross of this blood in the present animal, if there be one, is doubtless very remote, and whether it may have come from a single mixture of the dray stallion, long since, or from some half-bred imported stallion, perhaps got by a three-part thoroughbred and Clevelander from a dray mare, must, of course, be doubtful. At all events, I should have little hesitation in pronouncing that what I call the bay draught horse of Vermont

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has in its veins principally Cleveland Bay blood, with some cross of thorough blood, one at least, directly or indirectly, of the improved English dray-horse, and not impossibly a chance admixture of the Suffolk.

And to bring this hypothesis, which, thus far, it must be admitted, is in the main conjectural, to something more like fact, we find that so long since as 1821 a Suffolk cart-horse stallion was imported into Massachusetts by John Coffin; that in 1825 a Cleveland Bay stallion and mare, and a London dray-horse stallion; and that again in 1828, another Cleveland Bay stallion, with two thoroughbreds, Barefoot, the St. Leger winner, of 1823, and Serab, who unfortunately proved impotent, were imported into Massachusetts by the late Admiral Sir Isaac Coffin, no less distinguished for his patriotism than for his eccentricity and gallantry, in the British service.

I cannot, of course, pretend to assert that the race of the animals in question are *ipso facto* the descendants of these very imported mares and stallions; but when one finds, in any region or district of country, a certain stock, be it of horses or of neat cattle, of sheep, or even of swine, strongly showing the characteristic marks of some well-known distinctive race or races, and then ascertains that progenitors or progenitrixes of those very races were actually introduced into that district, for the avowed purpose of improving the native breeds, at a period prior to any positive notice or description of the now existing stock, he would hardly, I think, be rash in ascribing the present family to the intermixture of the bloods of those ancestors in a greater or lesser degree.

This view, it must be observed, concerning the draught-horse of Vermont, which I have ventured to term a family, is not intended to militate against the opinions set forth above as to the possibility of creating, by intermixture of bloods, a family which shall reproduce itself unmixed.

No such claim has been set on foot for the Vermont draught-horse, although something of the kind has been attempted, concerning a single highly-bred branch or offset, as I regard it, of the general stock of the region.

I do not even mean to assert that these horses can claim any one, or more, individual family ancestors, common to all; or

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that they have any such actual blood connection among them, as should constitute them, in actual fact, a family.

All that I believe, or desire to put forth, is, that there now exists a peculiar type of horse of great merit for many purposes, over a large district of country, subdivisible into some three or four secondary classes, modified, as I should judge, by the possession of more or less blood—I mean, of more or less thorough blood of the English or American racer—yet all showing the characteristics of the other English families which I have named, and, I doubt not, having derived a part of their own peculiar merits from each one of those families.

I believe that the mares of all the various classes of this type, from the heaviest to the lightest, are the best brood mares, by many odds, of any one class that I have seen in America, from which to raise stout, hardy, sound, active, and speedy stock, for all practical purposes, to well-selected, large-sized, bony, thoroughbred stallions. At any time, when the stock of heavier, larger, and slower mares appear to be becoming scarce, recourse should be had to powerful stallions of the native stock; not to be joined, as sires, to weakling, under-sized, high-blooded mares, in order to recuperate the race—for that they will not do—but to be coupled to the finest and roomiest mares of their own class; from which union will probably result something with yet more bone and less blood, in other words, coarser than either parent; and this offspring, if a colt, when castrated, will prove a capital team-horse; if a filly, will be exactly what is wanted to stint to the thoroughbred.

This is nearly what I believe to be the history of the Morgan horse, as it is styled, when it was in its first prime. That is to say, I believe it to be an entirely made, or artificial, animal; made, probably, in a great degree, in this instance, by the possessing a small portion of one particular strain of blood.

The perpetuation of that strain by in-breeding, or by breeding from sires of that race, either with cold-blooded or hot-blooded mares, I know to be impossible, for the original strain must go on, from generation to generation, in a scale *diminuendo*.

But that the same stamp of horse can again be reproduced, and reproduced *ad infinitum*, by having recourse to the same system of artificial crossing which produced it, and that many

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if not all its best qualities may be retained, or even improved, by judicious breeding, I in no wise dispute or doubt.

I now come to the second, and, in fact, the only other, now existing, distinct type of horse known in the United States as a breed; I mean the Conestoga draught-horse of Pennsylvania—the Canadian, when found with us, is, to all intents and purposes, a foreigner; and is rarely, if ever, bred on this side of the line, like sire to like dam.

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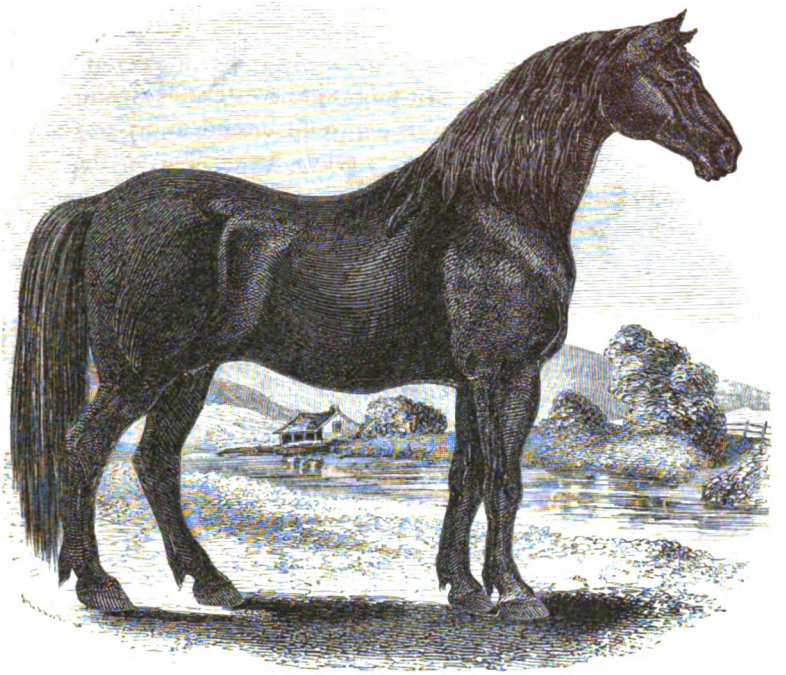

HISTORY

OF THE CONESTOGA HORSE.

Of this noble draught-horse, I regret to say that there is nothing more certainly on record, than there is in relation to the Vermont horse.

The above cut is the portrait of a fine brown Conestoga horse, in the possession of Adams's Express Co.; height, 16 hands and a half inch; weight, 1440 lbs.

In appearance, he approaches far more nearly to the improved light class London dray-horse, and has, in so far as I can judge, little, if any, admixture of Cleveland Bay, and, most emphatically, none of thorough blood.

He is a teamster, and a teamster only; but a very noble, a very honest, and a moderately quick-working teamster. In size and power, I have seen some of these great horses, employed

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in drawing the canal-boats down the railroad track in Market street, Philadelphia, little if at all inferior to the dray-horses of the best breweries and distilleries in London; many of them coming up, I should say, fully to the standard of seventeen or seventeen and a half hands in height.

In color, too, they follow the dray-horses; being more often blood-bays, browns, and dapple-grays, than, I think, of any other shade. The bays and browns, moreover, are frequently dappled also on their quarters, which is decidedly a dray-horse characteristic and beauty; while it is, in some degree, a derogation to a horse pretending to much blood.

This peculiarity is often observable also in the larger of the heavy Vermont draught-horses, and I believe it is not unknown in the light and speedy Morgans.

They have the lofty crests, shaggy volumes of mane and tail, round buttocks, hairy fetlocks and great round feet of the dray-horse. But they are, I should say, longer in the back, finer in the shoulder, looser in the loin, and, perhaps, flatter in the side, than their English antitypes.

They do not run to the unwieldy superfluity of flesh, for which the dray-horse is unfortunately famous; they have a lighter and livelier carriage, a better step and action, and are, in all respects, a better traveller, more active, generally useful and superior style of animal.

They were, for many years, before railroads took a part of the work off their broad and honest backs, the great carriers of produce and provision from the interior of Pennsylvania to the seaboard or the market; and the vast white-topped wagons, drawn by superb teams of the stately Conestogas, were a distinctive feature in the landscape of the great agricultural State. The lighter horses of this breed were the general farm-horses of the country, and no one, who is familiar with the agricultural regions of that fine State, can fail to observe that the farm-horses, generally, whether at the plough or on the road, are of considerably more bulk and bone than those of New York, New Jersey, or the Western country.

It is probable, though I am not qualified to say how far, that the heavy draught of the mineral wealth of the State, may, in a measure, foster the use of a larger horse, the mule being, at

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least in those portions of Pennsylvania with which I am familiar, less generally used for teaming, than farther South.

Of the Conestoga horse, although it has long been known and distinguished by name as a separate family, nothing is positively authenticated, from the fact that such pedigrees have never been, in the least degree, attended to; and, perhaps, no less, from the different language spoken by the German farmers, among whom this stock seems first to have obtained, and by whom principally it has been preserved.

It is much to be feared, that it is now too late to obtain any satisfactory data concerning *this*, as concerning many other matters of much interest to the equestrian and agricultural world; so long a period having elapsed since the arrival of the early settlers, that tradition is almost dumb concerning their advent, much more the nature of their importations.

It seems to me, however, taking into consideration the thrifty character and apparently ample means of the early German settlers, their singular adherence to old customs and conservatism of old-country ideas, most probable that they brought with them horses and cattle, such as Wouvermans and Paul Potter painted; and introduced to the rich pastures of the Delaware and the Schuylkill the same type of animals, which had become famous in the similarly constituted lowlands of Flanders, Guelderland, and the United Provinces.

So early as 1775 a stallion named "American Dray-Horse," sixteen and a half hands in height, got by the "Old English Dray-Horse," imported by Col. Francis, it is not stated out of what mare, stood at New Garden, in Chester county, Pennsylvania; and if, as I am inclined to suspect, the Conestoga-horse is descended from a mixture of the Flemish cart-horse with the English breed, to which it bears so considerable a resemblance, it may well be that this remote importation may be one of the forefathers of the family, which, it is earnestly to be hoped, will not be allowed to fall into abeyance, although the railroads have deprived Othello of one half his occupation.

In reply to a letter, addressed by myself, to the worthy president of the Pennsylvania Agricultural Society, who has done so much for that State in the line of fine cattle, inquiring what information could be afforded to me concerning the horse-in-

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terest of the State, and especially concerning the Conestoga horse, I received the subjoined letter, from a gentleman, whom he considered the most likely to assist me; in which, I presume, all is embodied, that can be now ascertained.

NEAR NEW PROVIDENCE, Lancaster Co., Penn., *June 4th*, 1856.

HON. JAMES GOWAN,

President of the Pennsylvania State Agricultural Society;

Dear Sir—In looking over Mr. Herbert's letter, which you placed in my hands, requiring information, in relation to the different stock and breeds of horses in our State, I find nothing to which I can give any thing like a satisfactory answer, having never paid much attention to the subject, and having no statistics or records that will throw any light on it.

Having been brought up, however, in the immediate vicinity of the Conestoga Valley, I will impart what knowledge I have of the Conestoga horse, or horses. The valley of the Conestoga having been originally settled by Germans, who took a great deal of pride in keeping fine, large, fat horses, and—before railroads were constructed—their large heavy teams being employed in transporting their surplus produce to market, and in conveying merchandise from Philadelphia to Pittsburg, those teams attracted attention and admiration, wherever they went; and the region, whence they came, became noted and extensively known, as producing the finest horses in the country. But there was not, I think, any distinctive, original stock to which the appellation of Conestoga could, with propriety, be applied. Some sixty or seventy years ago, a horse was introduced in this county called the "Chester County Lion," and a great many horses have been raised from that stock. About the same time, or perhaps a little later, another was brought hither called the "English Bull," a large, heavy, clumsy horse, probably of Flemish stock, apparently well calculated for heavy draft. This horse struck the fancy of our German farmers, and that stock was extensively bred for some time; but experience proved that they were sluggish, slow in their movements, and incapable of performing as much service, or standing as much hardship, as a smaller and more active breed. There have been also several blooded or English horses brought into Cones-

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toga Valley, which, being crossed with other breeds, have produced some very fine, active, serviceable horses, and all these have been considered Conestoga horses. I recollect a horse that was called "Conestoga Lion," but the name was only a fancy of the owner, who resided in Conestoga township; and the horse was generally known in the neighborhood as "Steman's horse;" and, though many fine colts have been raised from him, he had no more claim to the distinctive title of a Conestoga horse than a hundred others.

Respectfully yours,

JOHN STROHM.

It will be understood from this clear and intelligent statement, which is just what such a statement should be, telling exactly what the writer *knows* and surmising nothing on probabilities, that the original or early horse of this celebrated locality, when it first gained its renown, was of the heavy stamp, which, and not the more recent improved type of the same stock, I have described above as the Conestoga horse; and that it was descended, in part at least, from Flemish and English dray-horse stock. Nor is it at all impossible that the "Chester-County Lion," spoken of, may be sprung from the loins of the dray-horses specified heretofore, the dates seeming to corroborate the hypothesis, as also the country whence he came.

Whether there was an earlier Flemish stock brought by the Germans to that locality, or whether they merely raised the standard and size of the horse by breeding, carefully and exclusively, from the finest and largest animals, both dam and sire, is not now a point worthy of consideration. That such judicious and scientific breeding will produce its effect after a time, with whatever animal, down to a Bakewell sheep or a Suffolk swine, is an indisputable fact.

It is enough that the family is there; that it was created for a certain purpose, and yet exists and is in demand for analogous purposes, wherever such occur, to the present day. That from this, as from all other strong, bony, cold-blooded stocks, highly useful horses are raised by adopting the service of thoroughbred sires, is merely corroborative of what I have written before, and particularly in relation to the Vermont draft-horse. It only re-

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mains to hope, that in improving the stock by the introduction of blood, the breeding of mares of the original type, from parents of size, power and shape, of the same stock on both sides, will not be neglected; for it may, I think, be taken as an established physical fact, that when the mares of any family have degenerated in size and bone, from being brought too nearly to oriental blood, the stock cannot be improved, or brought back to the original bulk and bone, retaining the game qualities of the blood, by the use of large coarse sires.

And this brings me to the Canadian horse, which I regard, as in its unmixed state, and I believe very many to exist in Canada perfectly unmixed, to be of the purest and best Norman blood.

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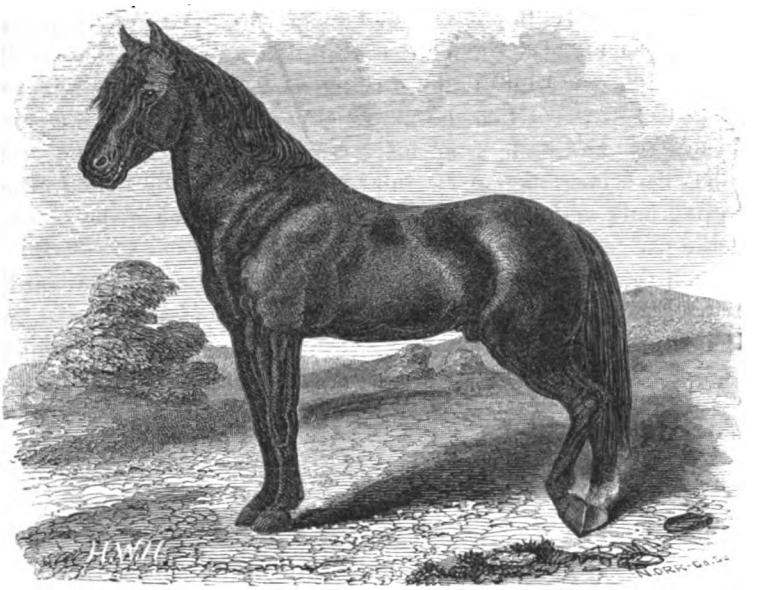

HISTORY

OF THE CANADIAN HORSE.

The Canadian is generally low-sized, rarely exceeding fifteen hands, and oftener falling short of it.

The above cut is a portrait, drawn from a photograph in the possession of Mr. Wm. T. Porter, by Mr. Fitzgibbons, of the celebrated Canadian trotting stallion St. Lawrence, taken at the St. Louis Agricultural Fair, in the fall of 1856. It is thought to be a particularly good likeness, and the horse himself is a fine type of this peculiar breed.

His characteristics are a broad, open forehead; ears somewhat wide apart, and not unfrequently a basin face; the latter, perhaps, a trace of the far remote Spanish blood, said to exist in his veins; the origin of the improved Norman or Percheron stock being, it is usually believed, a cross of the Spaniard, Barb by descent, with the old Norman war-horse.

His crest is lofty, and his demeanor proud and courageous. His breast is full and broad; his shoulder strong, though some

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what straight and a little inclined to be heavy; his back broad, and his croup round, fleshy and muscular. His ribs are not, however, so much arched, nor are they so well closed up, as his general shape and build would lead one to expect. His legs and feet are admirable; the bone large and flat, and the sinews big, and nervous as steel springs. His feet seem almost unconscious of disease. His fetlocks are shaggy, his mane voluminous and massive, not seldom, if untrained, falling on both sides of his neck, and his tail abundant, both having a peculiar *crimpled* wave, if I may so express myself, the like of which I never saw in any horse which had not some strain of this blood.

He cannot be called a speedy horse in his pure state; but he is emphatically a quick one, an indefatigable undaunted traveller, with the greatest endurance, day in and day out, allowing him to go at his own pace, say from six to eight miles the hour, with a horse's load behind him, of any animal I have ever driven. He is extremely hardy, will thrive on any thing, or almost on nothing; is docile, though high-spirited, remarkably sure-footed on the worst ground, and has fine, high action, bending his knee roundly and setting his foot squarely on the ground.

As a farm-horse and ordinary farmer's roadster, there is no honester or better animal; and, as one to cross with other breeds, whether upward by the mares to thoroughbred stallions, or downward by the stallions to common country mares of other breeds, he has hardly any equal.

From the upward cross, with the English or American thoroughbred on the sire's side, the Canadian has produced some of the fastest trotters and the best gentleman's road and saddle horses in the country; and, on the other hand, the Canadian stallion, wherever he has been introduced, as he has been largely in the neighborhood of Skeneateles, and generally in the western part of the State of New York, is gaining more and more favor with the farmers, and is improving the style and stamina of the country stock. He is said, although small himself in stature, to have the unusual quality of breeding up in size with larger and loftier mares than himself, and to give the foals his own vigor, pluck and iron constitution, with the frame and general aspect of their dams.

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This, by the way, appears to be a characteristic of the Barb blood above all others, and is a strong corroboration of the legend, which attributes to him an early Andalusian strain.

THE INDIAN PONY.

The various breeds of Indian ponies found in the West, generally appear to me to be the result of a cross between the Southern mustang, descended from the emancipated Spanish horses of the south-west, and the smallest type of the Canadian, the proportions varying according to the localities in which they are found, those farther to the south sharing more largely of the Spanish, and those to the north of the Norman blood.

On my first visit to Canada, in 1831, I had an opportunity of seeing great herds of these ponies, running nearly wild on the rich meadow lands about the Grand River, belonging to the Mohawk Indians, who had a large reservation on that river, near the village of Brantford, which took its name, I believe, from the chief, who was a son of the famous Brant, Thayendanagea, of ante-revolutionary renown.

These little animals, which I do not think any of them exceeded thirteen hands, had all the characteristics of the pure Canadians, and, except in size, were not to be distinguished from them. They had the same bold carriage, open countenance, abundant hair, almost resembling a lion's mane, the same general build, and above all, the same iron feet and legs

I hired a pair of these, I well remember, both stallions, and they took me in a light wagon, with a heavy driver and a hundred weight, or upwards, of baggage, over execrable roads, sixty miles a day, for ten days in succession, without exhibiting the slightest distress, and at the end of the journey were all ready to set out on the same trip again.

I was new at the time in America, and was much surprised and interested by the performance of this gallant little pair of animals. They were perfectly matched, both in size and color, very dark brown, and twelve hands and a half in height; and where the road was hard and good, could spin along at nearly nine miles in the hour. They were very merry goers.

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It was their wonderful sure-footedness, sagacity, and docility, however, which most delighted me. They were driven without blinkers or bearing reins, and where, as was often the case, bridges seemed doubtful, the bottom of miry fords suspicious of quagmires, or the road otherwise dangerous, they would put down their heads to examine, try the difficulty with their feet, and, when satisfied, would get through or over places, which seemed utterly impracticable.

In short, I became perfectly in love with them; and, as the price asked for them was fabulously small—considerably, if I recollect aright, under fifty dollars for the pair—I should certainly have bought them, had there been any way of getting them down from what was then almost a wilderness, though it is now the very finest part of the province.

Whence this pony breed of Canadians has arisen, I am unable to say; but I believe it to be almost entirely peculiar to the Indian tribes, wherefore I am inclined to think it may have been produced by the dwarfing process, which will arise from hardship and privation endured generation after generation, particularly by the young animals and the mares while heavy in foal.

These animals had, I can say almost positively, no recent cross of the Spanish horse; but I have seen, since that time, ponies approaching nearly to the same type, which showed an evident cross of the mustang; and I have seen animals called mustangs, in which I was convinced that there was Canadian blood.

With this, I take my leave of what I consider the last of the families of the horse, now existing, peculiar to America; hereafter, I shall proceed to give some statistics and general information, for which I am indebted to my friend Col. Harris of the Ohio Cultivator, and to Messrs. A. Y. Moore and Joshua Clements of Michigan, and to Mr. J. H. Wallace of Muscatine, Iowa, with various friends and correspondents of these gentlemen, concerning the breeds of horses, and the general condition of the horse interest, in the West. In none, however, of those newly settled, but vastly thriving agricultural States, is there any thing that can, with the least propriety, be claimed as a distinctive family of the horse.

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I pass, therefore, briefly to the consideration of what was, while it existed in its purity—I fear one may now say, while it *existed*, in broad terms—a truly distinct, and for its own peculiar use and purpose, a most valuable, as it was a most interesting, curious and beautiful variety, or species—for it seems to me that it almost amounts to that—of the Equine Family.

THE NARRAGANSETT PACER.

This beautiful animal, which, so far as I can ascertain, has now entirely ceased to exist, and concerning which the strangest legends and traditions are afloat, was, I think it may be positively asserted, of Andalusian blood. The legends, to which I allude, tell in two wise; or rather, I should say, there there are two versions of the same legend. One saying that the original stallion, whence came the breed, was picked up at sea, swimming for his life, no one knew whence or whither; and was so carried in by his salvors to the Providence Plantations; the other, evidently another form of the same story, stating that the same original progenitor was discovered running wild in the woods of Rhode Island.

The question, however, thus far seems to be put at rest by the account of these animals given in a note to the very curious work "America Dissected," by the Rev'd James McSparran, D.D., which is published as an appendix to the History of the Church of Narragansett, by Wilkins Updike.

Dr. McSparran was sent out in April, 1721, as their missionary, by the Society for the Propagation of the Gospel in Foreign Parts, to that venerable church of which he was the third incumbent, and over which he presided thirty-seven years, generally respected and beloved, until he departed this life, on the first day of December, 1759, and was interred under the communion table of the church, which he had so long served.

In his "America Dissected" the doctor twice mentions the pacing horse, which was evidently at that remote date an established breed in that province.

"To remedy this," he says—*this* being the great extent of the parishes in Virginia, of which he is at first speaking, and the distances which had to be travelled to church—"to remedy this, as the whole province, between the mountains, two hundred

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miles up, and the sea, is all a champaign, and without stones, they have plenty of a small sort of horses, the best in the world, like the little Scotch Galloways; and 'tis no extraordinary journey to ride from sixty to seventy miles, or more, in a day. I have often, but upon larger *pacing horses*, rode fifty, nay, sixty miles a day, even *here in New England*, where the roads are rough, stony, and uneven."

And elsewhere he speaks more distinctly of the same breed. "The produce of this colony," Rhode Island, "is principally butter and cheese, fat cattle, wool, and fine horses, which are exported to all parts of English America. They are remarkable for fleetness and swift *pacing;* and I have seen some of them pace a mile in *a little more than two minutes*, and *a good deal less than three.*"

If the worthy doctor of divinity were a good judge of pace and had a good timing watch, it would seem that the wonderful time of Pocahontas was equalled, if not outdone, above a century ago; at all events, he establishes, beyond a peradventure, the existence of the family and its unequalled powers, as well of speed as of endurance.

To the latter extract is attached the following note, which I insert entire, with all the quotations as they stand in the original. These are, however, somewhat confused; so that it is not altogether clear, at all times, who is the speaker.

"The breed of horses, called 'Narragansett Pacers,' once so celebrated for fleetness, endurance and speed, has become extinct. These horses were highly valued for the saddle, and transported the rider with great pleasantness and sureness of foot. The pure bloods could not trot at all. Formerly, they had pace races. Little Neck beach, in South Kingston, of one mile in length, was the race course. A silver tankard was the prize, and high bets were otherwise made on speed. Some of these prize tankards were remaining a few years ago. Traditions respecting the swiftness of these horses are almost incredible. Watson, in his 'Historical Tales of Olden Times,' says: 'In olden time, the horses most valued were *pacers*, now so odious deemed. To this end the breed was propagated with care. The Narragansett racers were in such repute, that they were sent

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for, at much trouble and expense, by some who were choice in their selections.

"The aged Thomas Matlock, of Philadelphia, was passionately fond of races in his youth—he said all genteel horses were pacers. A trotting horse was deemed a base breed. All races were pace races.

"Thomas Bradford, of Philadelphia, says they were run in a circular form, making two miles for a heat. At the same time they run straight races of a mile.

"Mr. I. T. Hazard, in a communication, states, that "within ten years, one of my aged neighbors, Enoch Lewis, since deceased, informed me that he had been to Virginia as one of the riding boys to return a similar visit of the Virginians in that section, in a contest on the turf; and that such visits were common with the racing sportsmen of Narragansett and Virginia when he was a boy. Like the old English country gentlemen, from whom they were descended, they were a horse-racing, fox-hunting, feasting generation.

"My grandfather, Gov. Robinson, introduced the famous saddle horse, the 'Narragansett Pacer,' known in the last century over all the civilized part of North America and the West Indies, *from whence* they have lately been introduced into *England* as a ladies' saddle horse, under the name of the Spanish Jenette. Governor Robinson imported the original from Andalusia, in Spain, and the raising of them for the West India market was one of the objects of the early planters of this country. My grandfather, Robert Hazard, raised about a hundred of them annually, and often loaded two vessels a year with them, and other products of his farm, which sailed direct from the South Ferry to the West Indies, where they were in great demand. One of the causes of the loss of that famous breed here, was the great demand for them in Cuba, when that island began to cultivate sugar extensively. The planters became suddenly rich, and wanted the pacing horses for themselves and their wives and daughters to ride, faster than we could supply them; and sent an agent to this country to purchase them on such terms as he could, but to purchase at all events.

"I have heard my father say he knew the agent very well, and he made his home at the Rowland Brown House, at Tower

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Hill, where he commenced purchasing and shipping, until all the good ones were sent off. He never let a good one escape him. This, and the fact that they were not so well adapted for draft as other horses, was the cause of their being neglected, and I believe the breed is now extinct in this section.

"My father described the motion of this horse as differing from others, in that its back bone moved through the air in a straight line, without inclining the rider from side to side, as the common racker or pacer of the present day. Hence it was very easy; and, being of great power and endurance, they would perform a journey of one hundred miles a day, without injury to themselves or rider.

"Those kept for family use were never used in harness, drafting stiffened their limbs. In the revolutionary war, trotting horses became more valuable for teaming than pacers, and would sell better in market, and could be easier matched. After the war, trotters were more valuable for transportation, and the raising of pacing horses consequently ceased. Only a few of the country gentlemen kept them for their own use. In the year 1800, there was only one living.

"An aged lady, now living in Narragansett, in 1791, rode one of these pacers, on a ladies' side saddle, the first day to Plainfield, 30 miles, the next day to Hartford, 40, staid there two days, then rode to New Haven, 40, from thence to New London 40, and then home to Narragansett, 40 miles more. She says she experienced no sensible fatigue.

"Horses and the mode of travelling, like every thing else, have undergone the change of fashion."

The latter reasons, I presume, assigned for the extinction of this breed, are probably the nearest to the truth; for one would imagine that, how great soever the Spanish demand, and however large the prices the agent might be willing to pay, there would be some persons of sufficient foresight to retain animals enough to support a breed, which must naturally have become the more valuable, the greater the demand for it.

The fact seems to be, that, up to the beginning of the present century in this country, much as it was half a century yet farther back in England, the roads were so bad, as to be, except in the finest weather, wholly impracticable for wheel carriages;

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and that, except on the great turnpike roads, and in the immediate vicinity of large cities, private pleasure vehicles were almost unknown. All long journeys, at that time, with few exceptions, and all excursions for pleasure, for ordinary business, such as calls the rural population to the post town on market days, and all visitings between friends and neighbors, were performed, by both sexes, on the saddle.

At that time, there was therefore a demand, not as a matter of pleasure or display, but as an actual necessity, for speedy, and above all, for pleasant and easy-going saddle-horses—since to ride a bone-setting trotter, a journey of successive days, over the country as it then was, would have been a veritable *peine forte et dure*. No horse, kept constantly at harness work, particularly at farming work, can possibly be an agreeable, if even a *safe*, saddle horse to ride. For the use of hanging on the collar accustoms a horse to depend on it, as if for support, although in truth it can afford none; and, when he cannot feel it, he is sure to bear heavily on the hand, and is likely, if not delicately handled, to come upon his head.

Hence persons who are particular—not to say fanciful—about their saddle horses, never allow them to look through a collar; and as, when the possession of an easy-going saddle horse was a matter of as much consideration as that of an easy-fitting shoe, every one was particular about his riding horse, pacers, whenever they could be found, were more than a luxury, and almost a necessity, to men or women, who were used to be much in the saddle.

The expense of this was, of course, considerable, since the pacer was useless for any other purpose; so soon, therefore, as the roads improved, in proportion tc the improvement of the country and the general increase of population, wheel carriages generally came into use, and the draft horse supplanted the saddle horse. At the same time, as property became subdivided among many heirs, the fortunes of the country gentlemen diminished, and, in process of time, country gentlemen, resident on their own estates, in affluence approaching to luxury, ceased to be.

It was soon found, that, whereas one could not have a tolerable saddle horse, if he were allowed to work in the plough or

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draw the team, the same labor in no degree detracted from the chaise or carriage horse.

Hence the pacer was superseded by the trotter; and the riding horse from being an article of necessity, became one of exclusive luxury; to such a degree, that, until comparatively a very recent period, when ladies again began to take up riding, there have been very few distinctively broken riding horses, and still fewer kept *exclusively* as such, in the Northern States of America.

Probably, there never was a country in the world, in which there is so large a numerical proportion of horses to the population, and in which the habits of the people are so little equestrian, as the States to the north and east of Mason and Dixon's line.

In a day's journey through any of the rural districts, one will meet, beyond a doubt, a hundred persons travelling in light wagons, sulkies, or chaises, for five—I hardly think I should err, if I were to say for *one*—on horseback.

And this unquestionably is the cause of the decline, or rather the extinction, of the pacer.

For, although there have been, since my own recollection, pacing horses in this section of the country, professedly from Rhode Island, and called by names implying a Narragansett origin, and although it may well be that they were from that region, and possibly from that blood, in a remote degree, they did not *pace naturally*, because they were Narragansett Pacers, but were called Narragansett Pacers because, coming somewhere from that region of country, they paced by accident—as many chance horses do—or, in some instances, had been taught to pace.

It is a matter of real regret that this family has entirely disappeared, and I presume without any prospect or hope of its resuscitation. In England, notwithstanding what Mr. Hazard states, in the note I have quoted above, concerning the importation of these pacers, under the name of Spanish jennets, I never saw or heard tell, having been among horses and horsemen since my earliest childhood, of any such race of ladies' riding horses; nor have I ever read, to the best of my memory,

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of pacers, in satire, poem, or romance, as a feature of feminine luxury.

In Andalusia and Spain generally, I have no knowledge of a breed of horses to which that gait is native and characteristic; and if it were so, all the English military and many of my own friends and relations, in my younger days, being thoroughly familiarized to all the Spanish provinces during the course of the Peninsular campaigns, I could hardly have been ignorant of the fact. Beyond which, I well remember the question being mooted as to the actual reality of *natural pacers*, when, by the mention of this particular breed of Narragansetts by Mr. Cooper, in his "Last of the Mohicans," they were first introduced to the English horseman.

It would almost appear that various species of domestic animals have their own allotted period of existence contemporaneous with the dates of their greatest utility; and that when the requirement has ceased to exist, the race itself speedily passes away. For it would seem to require further causes than the mere cessation of care in preserving any given species to produce, in so short a space, the total extinction of a family, as has been the case within the memory of man with several varieties, both of the dog and the horse.

Of the latter I may instance the true Scottish galloway and the Narragansett pacer, which it would seem have some claims to be considered pure races, besides several of the coarser breeds already noticed—the former two entirely, the others nearly, obliterated from the list of horses now in use, or even in being.

Of the former, the pure Talbot bloodhound, the great Irish wolf-dog, the genuine rough-haired Highland deer-hound, and the old English mastiff, not crossed with bull, do not, it is believed, exist at all in their original purity; yet on many of these much care has been expended, in the hope of perpetuating their breeds; and efforts have been made to reproduce them by a course of artificial breeding.

At all events, even if it were possible, as I am satisfied it is not, to recreate these varieties of the horse, the attempt is not likely to be made, for the age of long journeys on horseback, or in private vehicles, has passed away for ever in the civilized countries of the world; and for riding horses of mere pleasure,

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speed, style, beauty, blood, and action, not an easy gait and the maintenance of a slow pace for many successive hours or days, are the desiderata at the present time.

With the Narragansett pacer I close my account of the distinctive families of the American horse.

I cannot be brought to believe that what is called the Morgan horse is in any true sense of the word a family; or, in plain English, that the qualities attributed, and probably attributed with truth, to the very useful *stamp* of horse, known under that name, are derived from any one peculiar strain of blood, still less from any one particular individual.

That one stallion, himself not a thoroughbred—or even if he had been a thoroughbred, which is scarcely claimed for the Justin Morgan—should be the progenitor, to the sixth generation, of stallions, all out of inferior mares, or at best, mares of their own precise strain of blood, possessing and transmitting the same qualities of excellence, year after year, is an anomaly unheard of, a pretence which has never been elsewhere put forward, and one may say, founding the *dictum* on the experience of all time, a physiological impossibility.

In another place I shall consider the Morgan horse at some length; for I admit that the animals so called have their merits; and then I shall endeavour to show what they are, and what they are not; but I cannot admit them to be a distinct, or even a *new* family; nor can I recommend the use of stallions of that blood for mares of the same type, and still less for mares of higher blood, with a view to propagating animals of the like speed, finish or courage.

From inferior mares such sires will unquestionably produce offspring *superior to the mares*, but, as certainly, *inferior to themselves;* since of whatever blood it be that gives the merit, the offspring must have one-half less than the sire. I pass, therefore, for the present, to a review of the origin and present condition of the horse stock of several of the Western States, which, with the sole exception of Vermont, are becoming daily more and more the great horse-breeding regions of the United States, and in respect of numbers such without exception.

This review is made up of reports by most intelligent and competent gentlemen in the several States, and their information

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may be doubtless received as authority. It will be seen, that not a few of these doubt or deprecate the use of the Morgan and Black Hawk stallions, to the disuse of thoroughbreds, and are painfully sensible of the fact, that with the decline of horse-racing proper, the race of horses must also decline. Whereof I have much more to say hereafter.

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THE HORSE STOCK

OF OHIO AND THE WEST.

In the early settlement of the Ohio, which was commenced near the close of the last century and in the beginning of the present, the original horse-stock, like the people themselves, came from divers quarters—by far the larger portion from Virginia and Pennsylvania, while many of the settlers of the northern counties, known as the "Connecticut Western Reserve," were from Connecticut and Massachusetts, and the New England States, and also from New York.

The settlement of Ohio forms a distinct epoch in the history of American emigration, as previously had done the settlement of the "Holland Purchase" and "Genesee Country" in New York, by emigrants from the north of New England. The settlement of Ohio was the second great wave of Eastern emigration towards the West, as that had been the first, and then there was a comparative lull until the tide set for Michigan, about the period of 1827.

Thus in writing the history of the horse in the West, we must first name the origin of the men and the time of their most rapid immigration, in order to get a correct clue to their inseparable and most useful companion—the Horse. From 1815 to 1820 was the greatest tide of the New England immigration, while that from Pennsylvania and Virginia to Central and Northern Ohio, was some years earlier, by which means the type of the original horse stock of the State was more

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generally fixed by the heavy Flemish bloods of the Dutch farmers from Pennsylvania, and the lighter and better bred descendants of the cavaliers from Virginia. Meanwhile Kentucky had got in advance of Ohio in blood horses, and many drafts were made upon that gallant State, which resulted in the diffusion of some of the best blood, which now underlies what are called the native stock of Ohio. And as from this as a centre have gone forth the recent tides of emigration westward, the original type of the horses of Ohio has been diffused all over the great West, and forms the basis, which until quite recently had not been disturbed or improved by the admixture of any better blood, and I am sorry to say, of any better style of breeding. For it is a notorious fact, that most of the early settlers had no just appreciation of the superiority of a well-bred horse over any animal called by that name, even though as ungainly as a kangaroo, and bred downwards until they had as little heart and loin as a newly dropped merino lamb.

Having thus briefly sketched the origin and identity of the men and horses of this Trans-Alleghanian region, which gave tone to a breadth of a thousand miles, I will now proceed to particulars, in which it will not be necessary to include special pedigrees, as this stock is sprung from notable animals whose origin and performances are noted elsewhere in this work.

Of the blood stock first brought to the Scioto Valley region, were several mares introduced from the south branch of the Potomac, Va., by John I. Van Meter, and later the stallion "Spread Eagle," from the same region, bred by Abel Seymour, and a close descendant of Gen. Cocke's "Spread Eagle," of Surry Co., Va., which was foaled in 1802, got by imported "Spread Eagle," running back through Moreton's "Traveller," to a Spanish mare. The stock of this stallion seems to have been most diffused and esteemed, of any single horse's ever brought to southern Ohio. He was afterward owned by Felix Renick, of Chillicothe, and after farther service in Ohio was taken back to Hardin Co., Va., on account of the popularity of his stock in that region, where he died, upon the common, at an advanced age. Most of the blood stock of this region runs back more or less to Sir Archy.

From the same quarter came a few of the "Diomed" stock,

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principally esteemed as saddle horses. In the adjoining vicinity of Fairfield Co., was introduced the horse, known as "Printer," a longish bodied, low and very muscular animal, a breed which old Mr. Van Meter says he knew when a boy in Virginia, and which he says are nearly identical with the present Morgan stock. Many of these animals were excellent quarter nags—good in a short race, but with too little bone for the muscle. The oldest stallion of this strain in the country is now owned near Lancaster, Ohio, and has won many a small purse in scrub races.

Next to this portion of the Sciota Valley, another point of introduction, as contributing largely to fixing the style of the early horses in Ohio, was that part of eastern Ohio, about Steubenville, in the vicinity of Wheeling, Va., and south-western Pennsylvania; and the horses brought in from those States have been of far greater variety in style. The first to be noticed, was a large French draught-horse, called "Salisbury," from the name of his owner, which bred well upon the heavy Flemish and Conestoga mares of the Pennsylvania wagoners, who in that day did the principal carrying business into Ohio from the eastern cities.

Another famous stallion of this region, was "Shylock," of medium size and a good roadster. "Pirate," by Maryland "Potomac," was a smaller sized horse, and belonged to the class of running stock. "Chilton" was another favorite of the "Childers" strain. Then came a class of horses which were diffused all over eastern Ohio and western Virginia, whose popularity even at this day is second to none. They are the "Tuckahoe," the "Hiatoga," and the "Timoleon." These are well knit, lively and serviceable horses. Most of the good mares in eastern Ohio are based upon "Consul" blood; the "Eclipse" stock is also considerably interwoven, and the kindred of "Sir Archy" and "Duroc."

In northern Ohio, which received the immigration from the North-eastern States, the horse stock was quite miscellaneous, and showed more ill-breeding than in the two sections before noted. They seemed to be, in too many cases, the worst scrub breeding from run-out English and Flemish mares, showing a great number of narrow-chested, leggy, pale, dun and sorrel

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animals, without constitution or action. Many of the first settlers brought tolerably good teams with them, but for want of suitable stallions, the race was not kept up.

This is a brief and general view of the horse stock of Ohio as late as the year 1835, when the great speculative movements of emigration from the East and immigration to the West, set the world crazy to make money; and, in the upheaving of business, farm-stock took a rise with the rest. Hitherto, a few of the best horses had been annually culled out and taken to eastern markets; and, as prices were not sufficient to stimulate to improvement, this had the effect to sink the general character of the stock by the early removal of the best specimens for breeding.

About the year 1840, the Bellfounder stallion, raised by T. T. Kissam, of New York City, foaled in 1832, was sent to Cleveland, Ohio, by Lewis F. Allen, whence he was shortly taken to south-western Ohio, where he stood two years. Thence he was taken to central Ohio, where he stood long enough to show the superiority of his stock, and in the mean time the stock in the south-west, had shown such excellence, that he was repurchased at $1,000 to return to Butler Co., where he now remains in a green old age. This stock has proved capital for roadsters, and forms the best of the carriage and light-harness stock in central Ohio.

Before this time, the stallion known as "Kentucky Whip," was brought to the Sciota Valley, where he has left a fine progeny, and died at an advanced age. In the same region, was also introduced from Kentucky some Bertrand stock, which did not however become permanently popular. And soon afterward, the fast boys of that region brought out some of the Boston stock, which is very apt to turn up at this day, where there is a call for something lively.

Gov. Allen Trimble, of Highland Co., at the time of which we are speaking, was propagating the Eclipse stock in great purity, and thus introduced a class of stylish carriage horses, which were soon after still increased by the bringing into Warren Co. of "Cadmus," the sire of the famous mare "Pocahontas," and also of the "Walker Cadmus," now owned near Wheeling, Va. Of this, or a more lofty style, was another con-

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tribution in the "Clay Trustee," sired by imported "Trustee," foaled 1845, and raised by the late Henry Clay, of Kentucky, and brought to Ohio by John Van Pearse, of Lancaster.

In the year 1847, Messrs. Wm. H. and Jas. D. Ladd, of Jefferson Co., Ohio, near Steubenville, brought from Vermont an excellent Morgan stallion, "Morgan Tiger," sired by David Hill's "Black Hawk," and out of a Sherman Morgan mare. With the exception of a Bulrush Morgan stallion, introduced into Trumbull Co. by N. E. Austin, this was probably the first of the Morgan stock brought west for breeding purposes. Morgan Tiger stood in Jefferson County until the season of 1851, when he was accidentally disabled and killed. His stock has proved among the best of that famous race, embracing about a hundred and fifty colts, which have mostly been sold at high prices and taken farther west. On the heels of this popularity, the introduction of Morgan and Black Hawk stallions to the west has been rapid, until there is hardly a district where they are not to be found, though many of them are only distant relations of the famous individuals of that breed.

The prejudices of many farmers are in favor of a larger style of horses than the Morgans, which has led to the importation of several animals, among which are two Normandy stallions, one in Pickaway Co., and the other in Union, which by judicious crossing upon the best of the Flemish mares, produces a fine large draught stock. Other gentlemen, desiring to keep up high style, have brought in several famous old stallions, chief of which are imported "Monarch," owned by Reber and Kretz, of Fairfield Co. "Grey Eagle," brought from Kentucky by Messrs. Smith, of Richland, and "Bush Messenger," from Maine, by Messrs. Ladd, of Jefferson Co. The Sciota Valley Horse Company have also the imported "White Hall," standing in Ross and Jackson Counties, and the Butler Co. Horse Company have "Gray Highlander" and "Victor" from Kentucky. In northern Ohio, besides the noted Morgans, "Onderdonk," "Napoleon," "Flying Cloud," Eastman's "Green Mountain," &c., the trotting stallion, "Kennebec," in Trumbull Co., is owned by L. Pelton, and the half Arabian "Hassan," got by the stallion which the Emperor of Morocco presented to Pres. Van Buren, and owned by Chas. Cornwell, of Salem, Columbiana Co.

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This summary mention of individuals embraces only a few comparatively of the best representatives of the horses of the west. Many others of like strain or blood are equally worthy of mention, but it is not necessary at this time, as enough has been said to give a comprehensive view of the general origin and style of the horses of Ohio, and consequently of the States farther west, which have received their stock through this channel.

The present number of horses in Ohio, as returned for taxation, is about 600,000, valued at $32,000,000. The last year has shown a falling off in the number of horses returned in the State, but the present continued high prices must induce a more numerous propagation.

With the advance of wealth and cultivation in the country has come the passion for fine horses, so that a handsome turnout is not confined to the gentlemen of the towns and cities, but the farmers themselves delight to appear in public with as good teams and carriages as the most fashionable aristocrats of the land.

The sports of the turf have hardly kept up their ancient renown in Ohio; trotting matches are much more common than races, especially since the introduction of the Morgans.

The Queen City Course, at Cincinnati, the Capital City Course, at Columbus; a course at Monroeville, in Huron Co.; one at Hayesville, in Ashland Co., and others more or less in disuse, are what remains of the regular stamping grounds of the Jockey Clubs. In place of these, most of the county agricultural societies have well graded driving rings, to which the boys resort for exercising their fast stock.

Aside from the regular exhibition and trial of horses at the agricultural fairs, it is becoming quite customary, either for the society, or an independent one, to get up an exclusive horse show, some time in the spring or fall, where liberal premiums are awarded, and decided for the most part on the ground of speed.

The general introduction of carriages had nearly done away with saddles, except in the most sparsely settled parts of the country and with drovers; and, in towns, it was difficult ever to obtain a saddle horse at a livery stable, until an original idea

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was developed by the exhibition of ladies riding at the agricultural fairs, which has grown so rapidly into public favor as to have become an institution of itself, and the most attractive feature of the whole exhibition.

The result of this practice has been, that gentlemen cavaliers being ashamed to be outdone in boldness and skill in the saddle by the ladies, have taken to horse, as escorts of the fair riders; and a taste for horsemanship once created and the facilities of equipment at hand, there is a great demand for saddle horses, both in town and country, and many of the best nags of this class are in the hands of girls, who have trained them to an admirable style of performance. The docility and obedience of the highest spirited horses in the hands of a resolute woman is truly wonderful. There is scarcely a courser in the country that will not yield to a petticoat—even old Grey Eagle, that had not felt the saddle for years, and was pronounced by his owner impracticable, bore a woman proudly upon his back at the Ohio State Fair in Cleveland, in 1856. And the fiery Hassan yields kindly to the rein of his mistress, as he bears her over the field, like the wind, with his wide thin nostrils, flashing eyes, and tail like a great banner in the breeze.

The contagion of this stirring example of petticoat chivalry in Ohio, has extended itself in all directions. Westward to Iowa and Wisconsin, the ladies' riding has become the feature of the agricultural fairs. Southward to Kentucky, where modish belles first received the idea with prudish horror, the new passion has become fully inaugurated; and eastward, in New York, and even in old Puritan Massachusetts and Connecticut, in this year of grace, 1856, have the long skirts of the lady equestrians fluttered in the astonished eyes of the sons and daughters of the pilgrims, while they—not knowing what else better to do—have looked on with amazed delight and finally clapped their hands in approbation of the new heresy. The petticoats have conquered, as they always do. So mote it be, for ever!

S. D. HARRIS,
Ohio Cultivator.

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THE HORSE STOCK

OF SOUTHERN OHIO.

SOUTHERN OHIO LUNATIC ASYLUM,
DAYTON, *March 28th*, 1856.

MR. H. W. HERBERT.

Dear Sir,—My time is so much employed, that I find it impossible to do full justice to your request. But I will give you *my own* recollection, and as far as it goes you can rely on it as authentic. My observation goes back to 1825, and is limited to south-western Ohio.

The original stock of horses was brought from New Jersey, Long Island, Virginia and Maryland. About 1825 some good stallions were brought into Ohio, but we have no authentic date of any good brood mares having been introduced.

None were imported from England with undoubted pedigrees, prior to 1825.

Among the early importations of horses from the old States, the first exerting a decided influence upon our stock, was one Blossom thoroughbred stallion from New Jersey, by Mr. R. Phillips.

In 1825, Mr. William P. Strader brought from New Jersey two fine stallions, Defiance, by Ball's Florizel, out of Miss Dance; she by Roe Buck, &c., and Flag of Truce by Sir Solomon.

About the same time several stallions were brought from Kentucky into western Ohio. They were by Cook & Blackburn's Whip; he by imported Whip.

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A few years later, about 1827, a fine stallion, by imported Expedition, was brought from New Jersey, and about the same time the Messenger and Imported Diomed stock were also introduced. These horses stood in a part of Warren County called the "Jersey Settlement," and their influence is still very marked in horses for all work.

The farmers of the "Jersey Settlement" are owners of the best stock in this part of the State.

In 1829 or 1830, Governors McArthur and Trumbull brought from Virginia some fine thoroughbred stock, descendants of old Sir Archie and the Medleys, the best of Virginia blood. With this importation was a lot of fine brood mares and the stallion Tariff, by Sir Archie, out of Bet Bounce; she by imported Sir Harry, &c.

These gentlemen, McArthur and Trumbull established a large stock farm for raising thoroughbreds in Ross Co., near Chillicothe. The influence of that importation was very great, and is still apparent in that region.

About the year 1831, Mr. M. Beach brought from New Jersey and Long Island several fine horses and brood mares. Among them, the Orphan Boy out of Maid of the Oaks by Spread Eagle, &c. The Admiral, by imported Barefoot, and several fine brood mares and colts from the stock farm of Messrs. Bathgate and Purdy, New York.

These stallions, Orphan Boy and Admiral, stood in Hamilton, Butler, Warren and Montgomery Counties. Their influence for roadsters and all work is still to be seen.

About the same time, Mr. David Buchanan introduced some fine thoroughbred stock from Kentucky, descendants of old Sir Archie, and some of the most noted of his get, such as Bertram's, Kosciusko's, Whipster's, Whip's, Hambletonian's, and Spread Eagle's. Their influence is also apparent among roadsters, hacks, &c.

In 1832, Mr. John Garner brought to this section the stallion Robert Burns, by Stockholder, standing for a number of years in this and adjoining counties south, producing a very durable stock. Many of his get however were affected with string-halt, as was the sire.

In the same year, Mr. Peter Voorhees brought from Ken-

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tucky a brown horse, Friendly Tiger, descendant of Cook & Blackman's Whip. This stock for "all work" had no superior, and were particularly valuable for coach horses.

Cadmus, by American Eclipse, out of Die Vernon, she by Florizel and Washington, by Timoleon out of Ariadne, she by imported Citizen, were imported from the old States in 1838. Washington stood in Dayton two seasons, getting some of the finest stock we have.

In 1839, Capt. Riley's imported Barb horse Mayzube, was brought to Ohio. Some of his get were very durable, tough, hardy horses, as farm horses and roadsters.

In 1840, Civil John by Tariff, the son of Sir Archie, &c., out of Mary Haxhall by Haxhall's Moses, &c. Good stock. Also a Medoc horse brought from Kentucky.

In 1842 or 1843, Mr. William V. Barkalow, of Franklin, Warren Co., introduced Com. Stockton's imported horse Langford, also ten or twelve fine brood mares and fillies, and established a stock farm in the "Jersey Settlement." Among the mares, both native and imported, were of the former Miss Mattie and Caroline by Eclipse. These were of the best. The get of Langford and Eclipse mares constitute decidedly the best cross we have, all large, fine, good temper, gentle and kind, and of the most durable. We have at present very few well authenticated pedigrees of brood mares in Western Ohio; the cause is negligence, very little attention being given to the Register. Also in 1842, the famous old horse Bellfounder, not more than a half bred, if that, took up his quarters in Butler Co. His get are large, moderate trotters, looked upon as good coach horses, of early maturity, doing their best at 4 and 5 years and old horses at 7 and 8. Also, the half bred Archie Lightfoot, from Kentucky, son of Archie of Transport; getting fine, large coach horses, early maturity—bays mostly—not lasting.

In 1845 and 1846, two fine thoroughbred Kentucky horses, Gazan and Marco, bred by Doctor Warfield, Lexington, Ky., both got by his famous horse Sir Leslie, son of Sir William, he by Sir Archie, made three or four seasons in south-west Ohio. The stock is stylish, superior quality; both of the horses are now in Western Illinois and are greatly prized for their produce.

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Young Cadmus by Cadmus, he by Eclipse, dam by Sumpter, son of Sir Archie, was bred in Warren Co.

This horse is the sire of the famous pacing mare Pocahontas, now owned on Long Island. She was raised in this region. Many of Young Cadmus's get are of the best we have. A stock farm in an adjoining county has some fine stock, some of them probably thoroughbred, but I am unable to give their pedigrees.

There is a stock farm being established in Fairfield County, east of us. They have purchased of Mr. Lewis G. Morris, of Mount Fordham, N. Y., the celebrated imported horse Monarch, also Fashion, and some others.

A trotting stallion, Cassius M. Clay, stood in Cincinnati in 1855, but I know nothing of his stock.

White Hall, a Messenger horse, was at Chillicothe, and a horse called Highlander, in Butler Co., both doubtful.

There has been recently introduced in this region a small, and I believe, very indifferent horse, claiming to come from Vermont, and by the famous old Justice Morgan. These horses, Morgans of to-day, all that I have seen are very unprepossessing. Square shoulders, short body, head and limbs, scrubby, not suited for any thing—badly gotten up and bogus stock in general.

Road horses for "all work" are mostly the produce of early importations from the old States of New York, New Jersey, Maryland and Virginia. The very best are the descendants of imported Messenger, imported Diomed, and imported Expedition.

Draught horses are mostly of the old Pennsylvania stock, large and strong, built something like an elephant and will do as much in proportion.

As early 'as 1825, we had a few race courses. Annual fall meetings were held at Cincinnati, Chillicothe, Dayton and Hamilton. The number of race courses increased considerably up to 1838. Since then the races have been published in the "Spirit." In the fall of 1838, the Buckeye Course, near Cincinnati, was established, regular meetings were held, and sport fine. The contending horses, mostly from Kentucky, were Roanoke, Bertrand, Archie, Muckle Johns, Woodpeckers, &c. About

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the same time the Chillicothe course opened anew; the reports were published, which can be seen by reference to the "Spirit." There were at that time about 15 regular race courses in the State.

Meetings were held at Columbus and Dayton every fall, and racing was continued over these courses until 1846. There were also some additions of new courses in the northern part of the State. In 1846, however, it all died away, and has never been revived.

The action of our *wise* Legislature has done this; there is not a single course in Ohio, where regular meetings are held for turf racing. There have been a few trotting matches. The Queen City course belongs to Ohio but is situated in Kentucky, it is the only show we have. The interest that was becoming so prominent in the raising of *blood stock*, has subsided, and with that of course our stock must depreciate.

In the eastern and north-eastern part of the State there have been a few trotting meetings, but I can say nothing about them.

I regret that I am unable, for want of time, to send you a more complete history. This as it is, I most cheerfully furnish, and wish you much success for your commendable undertaking.

Believe me, sir,

Very respectfully yours,

JOSHUA CLEMENTS.

To H. W. HERBERT, Newark, N. J.

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THE HORSE STOCK

OF MICHIGAN.

SCHOOLCRAFT, April 9th, 1856.

HENRY WM. HERBERT, Esq., Newark, N. J.

Dear Sir,—I have delayed writing you much longer than I had anticipated, owing to not having received some letters that I considered important. Perhaps those to whom I applied have thought it too much trouble to give the details of my inquiry, therefore I am obliged to answer your inquiries much less perfectly than I would desire, not having an extensive knowledge on the subject. Some of my own views I will set forth, and enclose the letters of a few other gentlemen for your perusal.

The original stock of horses in this State may be considered what we call the Indian pony—a very inferior race of animals. Yet occasionally one, in the hands of the French settlers of ancient date, would turn out an exceedingly fast pacer, or perhaps fast trotter, but not to equal the time now given of trotters of character. The introduction of horses from the States of New York and Vermont, has been a great improvement; those from the latter State have been of recent importation, comparatively speaking; they are of the Morgan and Black Hawk stock, now becoming quite celebrated as roadsters and fast trotters. At an early day, Gov. Porter introduced some fine blood stock from Pennsylvania, Lexington and Kippalo as stallions. The pedigree of the former I have not. The latter were got by John Richards, he by Sir Archy. I had one of the

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Kippalo stock, who was a horse of great bottom as a traveller, and a hardy work horse, but rather small. "Bay Roman," kept in our State for several years, a thoroughbred, got some good colts, but too small, except for the saddle; they were tough, durable horses, but did not become celebrated in consequence of lack of size. In fact, we have not yet had a thoroughbred here that has produced the desirable size for the popular uses of this State; yet no very superior horse has been produced that was not from good blood of pretty high grade.

Some of the stock of old American Eclipse has been kept in the State, and these prove excellent horses for business, having fine action and endurance. I have had two stallions of that breed myself, one a son of the old horse, the other a great-grandson. The latter was called Bucephalus, and was the most perfect horse that I ever saw; nor did I ever hear a person say that they had ever seen a horse so perfectly beautiful. He was got by Eclipse 3d, he by Long's Eclipse, and he by American Eclipse. The dam of Bucephalus was got by Florizel. Bucephalus was a horse of great bottom, and could run his mile in 1.56, and keep it up for four miles. He was taken to California by my son, and there died at the age of 11 years. I have five filly foals, all from high blood mares, they are not only fast runners, but are excellent trotters. No stock of horses has ever been introduced into this section of the State possessing so much bottom, style and gaiety as these colts from Bucephalus, yet unfortunately they are too small for high prices to those unacquainted with their superior qualities. "Post Boy," by Sir Henry, that matched John Bascombe some years since for $20,000 a side, was brought to Lenawee County in this State, some four years since; he was then 21 years old. What his success has been as a stock horse I have not been able to learn; but if put to good mares must undoubtedly have been good. He is a very superior horse, of good size, and at Long Island was one of the best runners of his day. There are many good horses in the State called the Bacchus stock, got by Old Bacchus of Ohio, owned by Cone, who was shot at a race-track, a noted horse-racer of that State. They are the fastest horses for short races that have ever been in our State, not large generally, but very strong and muscular. I have the largest one, a stallion, that I ever saw, full 16 hands

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high, weighing about 1,300, ran fast for his size, a four-minute trotter, and the best farm-horse that I ever owned. My neighbor, Mr. Armstrong, owns the horse well-known in this State as John Bacchus, as good a half-mile horse as I ever saw; his dam was "Printer." "Telegraph," owned by John Hamilton, of Flint, Mich., is a full brother to John Bacchus, and said to be equally fast. It is said they can run eighty rods in 27 seconds. I cannot vouch for that, but believe it to be, at least, very nearly correct. The Bacchus horses generally are road-horses, draught-horses and running-horses combined, and I believe, if trained, will make fast trotters. Some Morgan horses from Vermont were introduced into Kalamazoo County some ten years since, fine in their style and action, but too much of the pony order to have been a real benefit to the country. The colts were small, except where crossed to very large mares. Since that time a good many have been brought into the State of larger size, mostly from the Black Hawk part of the family, and very fine trotters, some quite superior, of which I will speak again. H. R. Andrews, Esq., of Detroit, and Dr. Jeffries, of Dexter, Washtenaw, have got some very fine stock and thoroughbreds. "Bob Letcher," of Lexington, Ky., was a very favorite horse of theirs, and died last summer; he doubtless will leave some good stock. For the balance of the stock and performance, I refer you to Dr. Jeffries' letter herewith enclosed. I will say, however, that I have seen the stock of Mr. Andrews and Dr. Jeffries, and consider it of the most superior class of thoroughbreds—especially Madeline; being very fine, and above 16 hands high, and every way well proportioned. I believe her, in reality, the best blood mare that I ever saw. Within the last two years, a number of very superior trotting horses of the Black Hawk stock have been brought into the State, and Coldwater, Branch Co., appears to have the best. Mr. A. C. Fisk, of that place, has been the importer of three, which I will name. The first horse is now owned by Messrs. F. V. Smith and J. B. Crippen, of Coldwater, called Green Mountain Black Hawk; he was got by Sherman Black Hawk, exhibited at the National Fair at Boston, and was next to Ethan Allen in speed—2.35. Green Mountain Black Hawk is now coming 6 years old, nearly 16 hands high, and weighs in good condition very nearly 1,200, and can trot in less than

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3 minutes considerably. His colts are very fine and uniform in their appearance; he bids fair to be No. 1 of this State, if not of the nation. The next importation of Mr. Fisk, was Vermont Hero, half-brother to the above-mentioned horse, the sire being the same; a larger horse, and perhaps as fast—but this is not known, they never having been tried together—every way well formed, but does not show quite so much style forward. The third importation of Mr. Fisk appears to be his favorite. He is called Black Prince, got by Old Black Hawk, and a fast trotter; a little smaller, but very handsome. Dr. Hayes notes a black horse of his that is a good horse; took second premium at our State fair, and bids fair to be a valuable stock horse. William Johnston, of Marshall, also has a good trotting horse, called "Black Tiger," of some Morgan blood. I perhaps have said more in this confused manner, than can be well understood. I will now speak of some of the horsemen in this State, and their success. Eben Adams, of Adrian, perhaps, stands first as a horse-dealer, to make it pay. He matches horses, trains trotters, and sells at high prices, as his letter will show, herewith enclosed. H. R. Andrews, of Detroit, has good blood stock, and is a good judge of horses generally. Dr. Jeffries also is a good judge. Dr. Hayes, of Marshall, is one of the best trainers of trotting horses, to get them ready for market. F. V. Smith, of Coldwater, has a peculiar faculty to *see* an animal, and for his practice is a first-rate horseman. My friend, J. Starkweather, of Ypsilanti, is a good horseman, trains horses, and sells at high prices. There are many more in the State, too many, indeed, to mention, of the same capacity. There are but few farmers that have made it much of a business to raise horses, and as a general thing we have bought more than we have sold; but the time has now come when great attention will be given to raising fine trotting horses. Michigan feels capable of producing as good horses as Vermont, by breeding from the Black Hawks and Morgans. The thoroughbred turf-horse is esteemed very highly by some, and I am one amongst the number; but I think to cross them with the Black Hawk stock will produce the best trotters. I have been a breeder of blood horses myself, perhaps more extensively than any one in the State, having numbered as high as 48 at one time; am now reduced down to 12, and in-

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tend to make the blood cattle something of a business hereafter, as well as fine horses.

I will give you a list of stallions now owned and kept in the State, which I consider very superior horses.

"Green Mountain Black Hawk" will be six years old in July, is a beautiful golden chestnut, 16 hands high, and weighs over 1,100 lbs.; was bred in Addison Co., Vermont, and got Sherman Black Hawk—who trotted at the National Show in Boston, last fall, in 2.35—he by Hill's Black Hawk, who was by Sherman Morgan; he by the original, or Justin Morgan, by True Britton; by Moreton's Traveller, imported;* he by the celebrated O'Kelly, or English Eclipse, &c.; Justin Morgan's dam was by Diamond; he by the Church Horse; he by imported Wild Air. The dam of Black Hawk was a large black mare from Lofty by Wild Air; Grand dam Doll by Wild Air; she was a fast trotter. The dam of Sherman Morgan was imported, and a fast trotter. Sherman Black Hawk's dam was from Messenger, Leonidas, and Bellfounder. The dam of Green Mountain Black Hawk was got by Gifford Morgan; he by Burbank, who was the original or Justin Morgan; grand dam, a Morgan mare, supposed to be by Sherman Morgan.

It will be seen by the above pedigree, that Green Mountain Black Hawk possesses the orginal Morgan blood, in such purity as is seldom found at the present day, and descended through two of his best sons, "Sherman" and "Burbank."

He combines size, style, beauty, speed and action, in perfection—very rarely found in one horse. Among his ancestors are numbered the best trotting stallions ever known. He can trot a mile under three minutes.

"Vermont Hero."—Black; sired by the same horse; dam, a Hamiltonian mare; fast trotter and of large size; owned by A. C. Fisk, Coldwater.

"Black Prince."—Black; got by Old Black Hawk; fast trotter; medium size; stands at $25 the season; owned by A. C. Fisk, Coldwater.

* This pedigree as given, which I omit, is all erroneous. Moreton's Traveller was by Partner, dam by Bloody Buttocks. See Catalogue of Stallions.

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"Green Mountain Boy."—Livingston Co. See Dr. Jeffries' letter.

A five-year-old colt of the "North Horse," at Lansing, a very superior horse in beauty, style and action. Name of owner and horse not known.

Mr. Starkweather, in his letter, speaks of two good horses of that breed in Washtenaw Co. I have heard, from a different source, that they are very good.

"Billy Boston."—Owned by H. R. Andrews, Detroit, and Dr. Jeffries, Dexter. See Dr. J.'s letter.

"John Bacchus."—Bay; 15½ hands high; very muscular; fast runner. Sire, Cone's Old Bacchus. Dam, Old Nell, by Printer.

"Telegraph."—Full brother to John Bacchus, and larger; fine and fast; owned by John Hamilton, Flint, Mich.

"Black Eagle."—Black; owned by Dr. Hayes, of Marshall. See his letter; good trotter and fine horse.

"Black Tiger."—Black; good size; pretty fast trotter; some Morgan blood; owned by Wm. Johnson Marshall.

There are three Morgan horses at Kalamazoo, brought from Vermont, good travellers; medium size; owned by a company and individuals.

"Old Post Boy."—Thoroughbred; chestnut; by Sir Henry, he by Sir Archy, his dam by Diomed, grand dam by Bel-Air, Postboy's dam; Garland by Duroc; grand dam, Young Damsel; g. g. d. Miller's Damsel, the dam of Eclipse.

"Abdallah Chief."—Sired by Old Abdallah; chestnut; a fast trotter; large, being 16½ hands high; weighs 1,200 lbs.; a good horse; owned by a company. In charge of J. Parish, at the race-course, Detroit.

At Detroit there is an established race-course, which has been kept under the direction, principally, of Mr. J. Parish; some excellent running and trotting has been performed there.

At Adrian there is a race-track, more for the purpose of training than for general racing.

At Coldwater, the horsemen have a private race-track to train upon; no public racing allowed, but occasionally a match race or trot.

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At Kalamazoo there is a race-course of two-thirds of a mile, with petty races occasionally; kept mostly for training.

At Marshall there was one, but it has not been kept up for the last year; also one

At Jackson, which has shared the same fate.

Yours, &c. &c.,

A. Y. Moore.

Grand Rapids, *February 29th*, 1856.

A. Y. Moore, Esq.

Dear Sir,—Your favor of yesterday is received. I am sorry that I can impart so little information from this section of our State which will be of any moment to Mr. Herbert. You are aware that we do not raise any thing like horses enough here to supply the local demand. Hundreds of horses are brought to this place every year for sale from Ohio, Indiana, Illinois and southern Michigan. We have now at work daily in our streets two Morgan horses, which are known to be over 30 years old, and they are still hale and vigorous. They were brought from Vermont. We have also several Messenger horses, which were brought here at an early day, and although they have attained a great age, they still retain their vigor, and plainly show the distinctive characteristics of the Messengers. Most of our stallions have been raised here, although we have a few which have been brought from New York and Ohio. We have no thoroughbred horses in this part of the State, and but few stallions whose owners can show a well authenticated pedigree. The only breed of horses which lay claim to fleetness, are a stock known by the name of Bay Roman. They are small, but exceedingly fine. There is no race-course in this section of our State. If this meagre description of the horses in our section of the State is of any consequence, it is cheerfully given.

W. S. H. Pelton.

Ypsilanti, *March* 3, 1856.

A. Y. Moore, Esq.

I received your letter of the 28th February on Saturday, and hasten to reply.

In that portion of our State bordering on the great lakes and

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rivers, which was early settled by the French, the Norman, or better known, the French horse, was the first introduced. By long neglecting that judicious course of breeding which is a sure guarantee for the perfection of this noble animal, they have degenerated into a most miserable form, and lost the type of his ancient prototype—though in truth may it be said, that he yet possesses wonderful powers of endurance on scanty fare—and have proved themselves superior to our English horses, for journeying across our plains to the Pacific. High grooming adds but little to their qualities, while with the better bred horse it is all-important, and nine times in ten proper fitting and training wins the race. It is desirable that some skilful hand should yet awake from his Rip Van Winkle sleep, and cause this breed of horses to take a more prominent position in the family of his kind. They are well adapted for most kinds of farm work, and possess the advantages of thorough acclimatizing, longevity, soundness of limb, and docility; they are, however, below the medium size, wanting of action and of that gay appearance which fills the eye of the connoisseur. They may be emphatically termed the poor man's horse, and are hence, if hence only, a desirable family.

Our best breed of horses in this county formerly came from the Middle and Eastern States. Occasionally can be met one that shows his breeding from Messenger all over. They are, however, rare; we almost reverence such an animal. The tales of our father, now no more, instinctively rushes in memory, concerning his faithful and enduring Messenger, while a soldier in his country' service. Never will our hand forget to imitate his example, in showing kind and gentle treatment to this noble animal. The Messenger stock has indelibly stamped its excellence on most of our first-class horses; though we have none here that can show their pedigree with certainty. Our county also, previous to the introduction of the blood horses owned by Mr. Andrews, struck out of the list of premiums this class, simply from the fact that none could show reliable pedigrees. Moreover, the animal's appearance, when exhibited, belied the thoroughbred parentage claimed by his owner. Thus it will be seen that our horses are of no known parentage; yet we have many good horses, and some of them have shown speed. "Frank

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Hays" was bred in this county. "Shave Tail, or the Cincinnati Pet," was also raised here, from a French mare and Hamilton's "Hickory," the latter claiming thorough blood, but we doubt it. Nothing is known of Frank Hays's parentage; he possessed wonderful foot, but would choke down, consequently was not reliable on the turf. Old Bay Roman was owned at Plymouth, in Wayne county, for ten or twelve years; he was undoubtedly thoroughbred, having run his mile in less time than any horse on record in this country—so says the Spirit of the Times. As a stock-getter, he was inferior, and but few can boast of improvement by using him, many of his colts failing in the limbs.

The most noted stallions in this county at the present time are those claiming Black Hawk Morgan as their sire. One at this place, owned by Mr. Turner, can trot his mile in three minutes, full 15½ hands high, and weighs 1100 pounds in medium condition. Good horse judges look at him favorably, and freely express their opinion that his stock will be an improvement. It must be admitted, however, that such opinions are not always sure indications of such an event. It is one thing to express ourselves regarding the improvement of the horse; it is quite another thing—and much more difficult—to accomplish the task. There is also one owned by Mr. Newland, of Ann Arbor, much similar to the one I have described, and a full size larger; they are, doubtless, as represented by their owners. Besides, there is the chestnut stallion owned by Mr. Andrews of Detroit; he is now in the possession of Doct. Jeffries, of Dexter, being the only animal of his class that has recently come under my observation, which I think worthy of special notice. There are no other horses in this section, I know of, possessing distinct characteristics, except those named. There is no race-course in this county, but there is one at Adrian.

Gov. Porter, while Michigan Territorial Governor, introduced several thoroughbred horses from the South; but this worthy enterprise proved of little advantage, in consequence of the death of Gov. Porter, which occurred shortly after their introduction. The late Thomas Shelden, Esq., regarded them with high favor, and made strenuous efforts to have farmers cross them on our common mares. They were, however, viewed with distrust by the majority. Thus his efforts were of no permanent

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benefit. A portion of the stock were taken back South; those retained here were Lexington and Kippalo, the former a brown horse, the latter grey. Lexington produced some excellent market horses. It has long been my opinion that an infusion of the thoroughbred English race-horse blood is indispensable to the perpetuity of first-class horses in this country, even for general purposes; and it is to be regretted that so little skill is manifested in the science of breeding them here. In sheep-husbandry and the science of breeding them, we are a match for our contemporaries of the Old World; but when we come to horses, neat stock, and swine, we are deficient. Many claim that our horses are fully equal, in the aggregate, to those of any other country. This may be so. One thing is certain—that we are at a loss to give their history; hence it may be inferred that their excellence is as likely to be the result of chance as of skilful breeding. If frequent crossing be of permanent benefit, we are entitled to much praise, for it is seldom that a farmer puts his mare to the same horse the second time.

Yours truly,

* * *

ADRIAN, *March* 8, 1856.

A. Y. MOORE, ESQ.

Sir,—Yours of 27th February is at hand, and contents noticed; but I must say that I am not in possession of the necessary information to assist you much in your undertaking. Still, I might say we are much in want of blood horses in our county. There is a sorrel horse that is owned by a Mr. Bemas, of this county, called Constellation, said to be thoroughbred, brought here last spring by a Mr. Mason, now in Detroit. In Cold Water, Branch County, Mr. A. C. Fisk has two Black Hawk stallions; also Frederick Smith has a nice stallion, said to be good blooded. I have no stallion at the present time. I have a pair of bays valued at $2000; also a pair of bays, $1500; also a pair of greys, $1200; also a pair of blacks, $800; also, some half dozen nice single horses, ranging in value from $250 to $600 a piece. I sold a pair of bays four years ago to S. Douglas for $1000; also, a year ago last December, a large prime pair of brown geldings to N. C. Baldwin, of Cleveland, for $1200;

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also this last fall I sold a gelding, Chatauque Chief, to Mr. James Carlisle, of Toledo, Ohio, for $2500
Also Charley Howard, a brown gelding trotter, . 1500
Also a brown trotting gelding, Dan. Barrett, . . 450
Also a black gelding trotter, called Frank Hubbard, . 600
And a brown mare trotter, called Olive Rose, . . 600

$5650

A pretty good stable of speed, all of which can spoil three minutes in harness on the trot.

There is a race course on my farm, established three years ago, called the Prairie Trotting Course, which has and is doing very much to improve stock of horses in this county.

Yours truly, E. Adams.

Dexter, *March* 22, 1856.

Andrew Y. Moore, Esq.

Dear Sir,—It is with much pleasure that I comply with your request, to give you the pedigree and performances of the blood stock owned by Mr. H. R. Andrews and myself. You must excuse the delay; it was in consequence of my absence in the northern wilds of Michigan.

I will commence with Bob Letcher. Bob Letcher, b. h., by Medoc, dam by Rattler. The only race of Bob's that I have a record of is reported in Mason's Stud Book, and was run on the Lexington Course, Kentucky, May 26, 1843; three-mile heats; time, 5.52—5.46—6.12—5.51. His time in other races can be obtained by reference to the "Spirit of the Times." Died Nov., 1855.

Madeline, s. m., foaled 1849. By Boston, dam Magnolia, imported by Henry Clay. Time on Hamtramck Course, 1853, mile-heats, best three in five, 1.49—1.48—1.47. Two miles, 3.42½, same year. Two miles, 3.50—349, 1855.

Hebe, b. m., foaled in 1849. By Bethune, dam sister of Alice Carneal, the dam of Lexington. Time, best three in five, mile heats, on Adrian Course, Michigan, 1.53—1.55—1.53—October, 1854.

Dora, s. m., foaled 1850. By Boston, dam Moonlight, by Imp. Emancipation, her dam the dam of Donna Maria.

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Fury, s. m., foaled March 4th, 1851. By Altorph, dam by Imp. Stamboul, g. dam by Sumpter. Time, best three in five, mile heats, 1.49—1.50—151.

Madeline, Hebe, and Dora, are in foal by Bob Letcher.

Billy Boston was got by Boston, but I have not the certificate of his pedigree in full. It was given to the commissioner at the State Fair in 1854, and not returned. I will write to Mr. Blackburn, of Kentucky, who bred him, and procure his pedigree, which I will send to you as soon as I receive it. Boston will stand for mares at my stable the coming season. I consider him the best horse now in Michigan, but it is quite unnecessary for me to give an opinion as to the merits of a horse that you have seen. You being a much better judge than myself.

There is a very good horse at Ann Arbor. He was got by old Black Hawk. There is also a very superior Morgan horse owned by an association of gentlemen of Livingston County. He is good size, fine style, and superior action. He is called "Green Mountain Boy;" was got by old Green Mountain Boy; he by Sherman Morgan. These are the only horses of superior merit in this vicinity.

If you wish any farther particulars regarding my stock, or the horses in this vicinity, I shall be very happy to furnish any information within my reach.

Yours, respectfully, CHAS. A. JEFFRIES.

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THE

HORSE STOCK OF IOWA.

SECRETARY'S OFFICE, MUSCATINE, *February* 21, 1856.

MR. HERBERT,

Dear Sir,—Your favor of the 28th ult., addressed to the Secretary of our State Society, reached me this evening, through the politeness of Mr. Warden of Ottumna, in this State, to whom it appears to have been addressed.

Your enterprise is an excellent one, and permit me most heartily to wish you entire success. Such a work is much needed.

In a few days I will endeavor to give you all the information that is within my reach; but it will necessarily be very meagre, and probably unsatisfactory. At the present time, I do not believe there is a thoroughbred in the State, and it is doubtful whether ever there was one in the State. My impression is, however, that as early as 1838–40, one man brought some three or four stallions, which have been bred with common mares until there is very little good blood perceptible.

Within the last two years, a very commendable ambition is prevalent to improve this noble animal, which has set principally in the direction of the Vermont Black Hawks and Morgans.*

I take the liberty of enclosing you a cut of a horse † of my

* Ethan Allen, owned by J. H. Wallace, Muscatine, Iowa. By old Black Hawk, he by Sherman Morgan, it is not stated whether S. M. 1 or 2. Dam by Tippoo Saib, he by old Duroc—not the race-horse Tippoo Saib.

† This cut represents a very fine and stylish horse, in slow action, exhibiting most of the points which are claimed as peculiar to the Morgans—the high crest,

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own, which by judges is said to be an excellent likeness, except the head, which is too low to represent his style, and not just the right shape. And—pardon me for saying so—he is the fastest stallion in the State. He has never been trained, but does his mile in 2.50 very nicely.

You will hear from me soon.

Yours truly, J. H. WALLACE,
Sec. Iowa State Agr. Soc'y.

P. S.—I also enclose you a slip showing the action of our State Society on the breed of horses. J. H. W.

PROVE THE BREED OF YOUR HORSES.

IOWA STATE AGRICULTURAL SOCIETY, Secretary's Office,
Muscatine, *February* 2, 1856.

MR. EDITOR,

The Directors of the Iowa State Agricultural Society at the last Annual Fair, passed the following resolutions;—

"*Resolved*, That the owners of stallions in this State, claiming either that their horses are 'thoroughbred,' or belong to a particular distinguished family of horses, be required to file an authenticated copy of their pedigree—so far as they may be able to obtain it—with the Recording Secretary of the Society.

"*Resolved*, That every newspaper in the State favorable to the improvement of stock, be requested to publish the foregoing resolution."

It may not be improper to remark, that the action of the Directory on this subject was had with a view to correct an evil which, it is feared, exists in many portions of the State. It is known that there is a very general fever for the introduction of horses of the Messenger, the Black Hawk, and the Morgan families. This arises from the fact that good specimens of any of these families, as well as some others not enumerated, bring enormous prices in all portions of the country, for the purpose of improving the breed. The Directory do not under-

well-set-on head, powerful chest and shoulders, round barrel, and deep quarters. It was not, however, found possible to add a cut of this fine and showy stallion to our list of illustrations, for reasons above stated.

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take to decide whether this is wise or unwise, or whether these families are any better than many others not half so much talked about. But it is feared that frauds are being practised in many portions of the State, by horses being represented as Messenger, when there is not a drop of Messenger blood in their veins; or as Black Hawk, when neither old Black Hawk, nor any of his sons or grandsons, ever saw their dams. It is no difficult matter, if a horse has any pedigree, for his owner to procure it in legal form, and file an authenticated copy of it at my office. Then when a Morgan horse goes into a neighborhood, it is a very easy matter for some one in that neighborhood to make the inquiry of me whether the pedigree of such a horse is in my office, and if so, what it is. And it will afford me great pleasure at all times to answer such interrogatories.

It is hoped, therefore, that all persons interested in the improvement of this noble animal will give the necessary attention to the above resolutions.

J. H. WALLACE,
Rec. Sec'y Iowa State Agr. Soc'y.

No information has been received from any other of the Western States, although all means have been taken to procure such; but it appears that, in fact, nothing is definitively known, no registries or records being preserved, and pedigrees but little attended to, in those newly settled communities.

In Illinois it is supposed that there exists a considerable mixture of the French horse, and that in the South-western States some Spanish blood may yet be discovered. There has, however, been a very general intermixture of all breeds and bloods; and it is improbable that, until very recently, any horses of unquestionably pure blood have had much to do with the general stock of those States, the nearest approach thereto being in all probability half-bred stallions, got by thoroughbreds, for the production of carriage-horses and roadsters.

It is, I believe, generally from the horses of these States that the cavalry of the United States are mounted; and although they are not supposed to be any thing extraordinary in point of blood or speed, it is understood, that in making long continuous

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marches of many weeks, or even months' duration, in subsisting, without material deterioration or loss of condition, on grass alone, without grain or dry forage of any kind, and in enduring all inclemencies of weather, hot or cold, wet or dry, picketed in the open air, they are not to be surpassed, if, indeed, they can be equalled, by any cavalry horses in the world.

What they would do in a single charge against the élite of European cavalries, mounted on horses of at least three parts pure blood, is very doubtful; since, if the charge be made home on both sides, the more swiftly moving body, of any thing like equal weight, must of the two prevail—inasmuch as the impetus of any moving power is necessarily in the ratio of its weight into its velocity—but in the preservation of efficiency for long periods, and through more severe hardships, unless it be the Cossacks, it is probable that no cavalry in existence could compete with them.

On this head, however, before closing this volume, I hope to have fuller information from head-quarters.

I now proceed, not without some delicacy, but without the slightest hesitation or distrust of the correctness of my opinion, to the consideration of a branch of this subject, which has, of late years, created much excitement, in particular quarters; and which has been debated and discussed, as is too much the case with all debatable matters in our excitable community, with an eagerness of partisanship, that falls but little short of degenerating into personal acrimony and recrimination.

I mean the stock, type, or *family*, of horses, as they claim to be considered, generally known as the Morgans; which, it would appear, are, in the eyes of some persons, in the Eastern States more especially, the only horse in existence which possesses any merits; and the only one fit for real service on the road, or in the stud.

Fully admitting the peculiar excellencies of this stamp of horse for the purposes and uses to which he is applicable, yet by no means going to the extreme length of its ultra advocates, I proceed to give my views of its origin, present condition, and general utility; as well as of the mode to be observed in maintaining the character of this type of animal undeteriorated.

I scarcely expect that my views will be satisfactory to the

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exclusive advocates and exclusive admirers of the Morgans; but I am certain that they are founded on correct and ascertained principles of nature, in regard to the breeding of animals; and, as I have no possible interest, *pro* or *con*, and only desire to advance, to the utmost, by all means within my power, the horse-interests of the country, I put forth what I believe to be true, influenced by neither fear nor favor.

THE MORGAN HORSE.

Recently there has become familiar to the sporting world a class or type of horse coming from the State of Vermont, known as the Morgan horse; and still more recently, a claim has been set up that this class is neither more nor less than a distinct family, directly descended from a single horse, owned a little before and a little after the commencement of the present century, by Mr. Justin Morgan, of Randolph in Vermont, a schoolmaster, and teacher of writing and singing in the district schools of that region of country—from whom the name is given to the family—as it is pretended to be.

In this place, therefore, it is convenient to refer to the portrait of Ethan Allen, from a painting executed for this work from life by Mr. Attwood, a pupil of the celebrated animal painter Ansdell, who is spoken of as the probable successor to the great Landseer in this peculiar line.

Ethan Allen I have selected as the type of the Morgan horse, just as I chose Young Black Hawk as the representative of the highbred trotting horse—which does not claim its excellence as arising from any exclusive breed—not because I assume to decide that either is the best trotting stallion, or is better than the other, or than any other or others, but because they are beautiful specimens of the style of animals to which they are admitted, without dispute, respectively to belong, and strongly exhibit the characteristics of their respective breeds.

Ethan Allen was got by the Morgan Black Hawk—his dam a medium-sized white mare, said to be of Messenger blood.

The Morgan Black Hawk was by the Sherman Morgan horse, his dam the Howard mare, got by a colt of Hambletonian.

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The Sherman horse was by the original or Justin Morgan, his dam variously represented as an English and as a Spanish mare, of good blood. In truth, nothing is known of her blood.

Ethan Allen is a handsome bright bay horse, with an immensely full black tail and black mane. He is claimed by his owners and friends to be the fastest trotting stallion now alive, but the claim seems to be doubtful.

The performances of Ethan Allen, so far as known, are as follows;—

On the 10th of May, 1853, a match took place on Long Island between Ethan Allen, three years ten months old, and Rose of Washington, several months older, mile heats, for one thousand dollars a side, the best three in five.

The match was won by the horse in 2.42—2.39—2.36; which is claimed to be, and probably is, the fastest time on record for that age, since horses are rarely put to trot so early.

In 1855, at the Fair of the United States Agricultural Society, he received the first premium for speed, beating Columbus, Sherman, Black Hawk, and Stockbridge Chief, in 2.34½—2.37.

In 1856, Ethan Allen beat Hiram Drew twice, respectively, in 2.44½—2.40½—2.40—and in 2.46¼—2.32¾—2.35½—and afterward was started for the Agricultural Society's purse at Boston, against Flora Temple, by whom he was most signally defeated in 2.32½—2.36½, although at the time of his starting his friends were confident of his beating the famous mare.

The portrait of this horse, so faithfully preserved and carefully engraved by Mr. Duthie, is said to be a very striking likeness. The horse is of a light yellow bay, and has that particular redundance and coarseness of tail, which especially characterizes the Morgans, and which may be regarded as undeniable proof of their having an admixture of Canadian blood.

One would say, at first sight, that the extraordinary length of the tail is exaggerated in the engraving; but I am assured by Mr. Attwood, the artist, from whose very beautiful and spirited picture it is made, that while he was engaged in taking his portrait, the horse actually trod upon his tail, more than once, pulling out several of the long, coarse, wavy hairs.

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It is not easy to ascertain precisely at what time the claim to the existence of this family, as a peculiar, new and distinct strain of blood, capable of reproduction through an indefinite series of years, was spread abroad, beyond the boundaries of Vermont.

But it appears, from the fact that no endeavors were made to ascertain the origin of this so-called family, until about the commencement of the third decade of the present century, to be certain that, previous to that time, there was no such foreign demand for the animal, as to make it necessary to discover, or in default of discovery, to trump up a pedigree for the family, which should in some sort justify its pretensions, and account for its alleged power of reproduction.

The reputation of these horses since that period, has spread incredibly; until, at this moment, the rage for Morgans is comparable only to that which, a few years since, possessed the popular mind, for the *morus multicaulis;* and, still more recently, for Shanghai poultry, and lop-eared rabbits.

In the year 1856, the Agricultural Society of the State of Vermont awarded their "first premium to Mr. D. C. Linsley, of Middlebury, Vermont, for his elaborate essay on the Morgan horse."

On this work, therefore, I take it for granted that we have to rely, for all the authentic information that exists concerning the origin of the first sire of the stock; concerning the qualifications assumed to be distinctive of the stock, if such it can be called; and, lastly, concerning the points of evidence going to prove that there is any such stock, whatever, in the proper acceptation of the term, which can be shown to be the family of that one individual animal.

That Mr. Linsley has taken all possible pains to investigate his subject, is not to be questioned. That he is deeply interested in the cause, is no less certain; since the whole volume is interwoven with a thread of ingenious special pleading in favor of this particular race, and in depreciation of all other races, but more especially in depreciation of the thoroughbred horse.

Indeed, it is not a little singular to contrast his earnestness in running down the thoroughbred horse, as a progenitor of useful horses for general work, with his equal earnestness in

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endeavoring to prove that what was known as the Justin Morgan horse, the original forefather of the family, was, if not absolutely, at least as nearly as possible, a thoroughbred himself.

But now, to come directly to the point, we find, from a mass of affidavits, of exactly of such a character as one would be led to expect, made by the sons and grandsons of the man himself, and of the neighbors of the man, who owned this horse above half a century ago—a horse of whose pedigree the owner kept no records, and of which he himself evidently knew nothing, except what he had received from the loosest hearsay evidence, and village or bar-room gossip—something to the following effect.

The horse was got by a stallion, variously called "True Briton" and "Beautiful Bay," owned by one Selah Norton, of East Hartford, Connecticut.

Of this True Briton, which must not be confounded with the True Briton got by the imported horse Othello out of the imported mare Gant's Milly, whose name is in the Stud Book—nothing can be said to be authenticated, even if it be conceded that he was the horse stolen from Colonel Delancy, at Kingsbridge, who commanded a corps of refugee cavalry, and was the son of the importer of Wildair, Lath, and the celebrated Cub mare—although it depends only on an "*it is said*" that he was the stolen horse.

Thus far I am disposed, however, to accept the tradition. That the horse belonging to Mr. Justin Morgan was the son of True Briton, is probably a fact; and that True Briton was stolen, as described, is probably true also; since that is the sort of fact concerning which tradition is likely to be correct; an exploit of that kind, during the existence of a partisan war, being of the very nature to create much attention, to elevate the successful marauder into a local hero, and to render the stolen animal also notorious, and unlikely to be mistaken for another.

We now, however, come to rumor number two, resting on nothing but the merest local gossip, that True Briton was the son of the imported English horse, Traveller, then standing in New Jersey.

From this vague rumor, elevated into a fact, we are next

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treated to a deduction—to wit, that this imported horse, Traveller, is no other than the famous horse Moreton's Old Traveller, by Partner, without even an attempt to show that this horse was so much as standing in New Jersey, at the time of the occurrence.

But to proceed. We are, one step farther, treated to half a score of different hypotheses concerning the dam of Justin Morgan and the dam of the stolen horse True Briton. Mr. John Morgan, a distant relative, contemporary and neighbor of Justin Morgan, the owner of the original Morgan horse, writing in 1842, asserts, that he knew the dam of the horse in question; that she was of the "*Wildair breed*," of middling size, with a heavy chest, of a very light bay color, with a bushy mane and tail, the hair on the legs rather long, and a smooth and handsome traveller. She was got by Diamond, a thick heavy horse of about the middling size, with a thick heavy mane and tail, hairy legs and a smooth traveller. Diamond was raised in East Hartford, Connecticut; his sire was *Wildair*, known as the *Church* horse, got by Delancy's imported Wildair. His dam was the noted imported mare Wildair, owned by Captain Samuel Bart, of Springfield, Massachusetts.

The latter part of this pedigree is simply nonsense; since there never was any imported mare Wildair, nor any *mare* Wildair at all, "Wildair" being the name of a horse.

If this mean any thing, it means a Wildair mare, instead of a mare Wildair, that is to say, a mare begotten by Delancy's Wildair, on some dam, concerning which there is no pretence to her being of blood.

But this is not likely, since farmers would not be generally disposed to stint a daughter to her own sire, as a stallion; since, beside that the practice is unscientific, it is in some degree morally repugnant to the ideas of unsophisticated men.

The above is the pedigree given by Mr. F. A. Weir, in the Albany Cultivator of 1846, concerning which Mr. Linsley remarks—"If this pedigree be correct, the dam must be at least three-eighths thoroughbred."

But it is no such thing; and, if it had been, it would be nothing to boast of, in a progenitrix.

If she were got by Diamond out of a common mare, and

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Diamond by Wildair 2d, out of a common mare, and Wildair 2d, by Wildair, thoroughbred out of a half-bred mare—the degrees of blood would be as follows;—

Wildair 2d—by thorough out of half-bred—is $\frac{3}{4}$ths-bred. Diamond—by three-fourths-bred out of common—is $\frac{3}{8}$ths-bred. Morgan's dam—by three-eighths-bred out of common—is 3-16ths-bred. Or, in other words, she had one-eighth and half-eighth part of thoroughbred in her veins; which, so far from constituting her a highly bred mare, would constitute her just a degree above a common road horse, and would scarcely have any appreciable influence on her own appearance, or qualities, much less on those of her progeny.

But again, assuming True Briton to have been got, if not by Moreton's Traveller, at least, by some thoroughbred, imported or native, Traveller, of which there were thirteen or fourteen covering in different parts of the country at that period, there is not the shadow of a shade of evidence to show that he, True Briton, was a thoroughbred horse.

The idea of quoting Selah Norton's advertisement of his stallion, stating loosely that True Briton was out of Delancy's imported racer; and arguing that *she* was the famous Cub mare, is purely preposterous.

Still worse, is the absurdity of dragging in Lindsay's Arabian, for no other conceivable reason than on some such arguments as this.

Lindsay's Arabian covered mares, east of the Hudson river, between the years 1766 and 1790.

True Briton's granddam was covered, between the years 1766 and 1790, somewhere or other, by some horse or other.

It is quite as likely, since Colonel Delancy lived east of the Hudson river, that she was covered there, as any where else.

Again, it is quite as likely that she was covered by Lindsay's Arabian, as by any other horse.

Therefore she *was* covered by Lindsay's Arabian, and True Briton's dam was the daughter of that well-known stallion.

Even this, however, would not make True Briton thoroughbred; nor is it at all probable, that Colonel Delancy would have ridden a thoroughbred stallion; much less one of such pre-eminent blood, in a warfare of partisan skirmishing, where

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nothing was more to be expected, than what seems to have actually happened, the stealing of the animal ridden.

But again, even if True Briton were thoroughbred, of which there is not a reasonable supposition, the original Morgan horse, got out of a mare having three-sixteenths of pure blood, would have only been an inappreciable fraction better than a half-bred.

If True Briton himself were but a half-bred, and I can see no possible grounds for believing him any thing materially better, then the Justin Morgan horse would have been a trifle better than a one-fourth-part-bred horse; and such, I think, any good judge of horseflesh would pronounce him to be, more or less, from the description of him given by Mr. Linsley in his agreeable and comprehensive volume.

MEMOIR AND DESCRIPTION OF THE JUSTIN MORGAN.

"The original, or 'Justin Morgan,' was about fourteen hands high, and weighed about nine hundred and fifty pounds. His color was dark-bay, with black legs, mane, and tail. He had no white hairs upon him. His mane and tail were coarse and heavy, but not so massive, as has been sometimes described; the hair of both was straight and not inclined to curl. His head was good, not extremely small, but lean and bony, the face straight, forehead broad, ears small and very fine, but set rather wide apart. His eyes were medium size, very dark and prominent, and showed no white around the edge of the lid. His nostrils were very large, the muzzle small, and the lips close and firm. His back and legs were, perhaps, his most noticeable points. The former was very short; the shoulder-blades and thigh-bones being very long and oblique, and the loins exceedingly broad and muscular. His body was rather long, round and deep, close-ribbed up; chest deep and wide, with the breast-bone projecting a good deal in front. His legs were short, close-jointed, thin, but very wide, hard and free from meat, with muscles that were remarkably large for a horse of his size; and this superabundance of muscle manifested itself at every step. His hair was short, and at almost all seasons soft and glossy. He had a little long hair about the fetlocks, and for two or three

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inches above the fetlock, on the back side of the legs; the rest of his limbs were entirely free from it. His feet were small, but well shaped; and he was in every respect perfectly sound and free from blemish. He was a very fast walker. In trotting his gait was low and smooth, and his step short and nervous; he was not what in these days would be called fast, and we think it doubtful whether he could trot a mile much, if any, within four minutes, though it is claimed by many that he could trot in three.*

"Although he raised his feet but little, he never stumbled. His proud, bold, and fearless style of movement, and his vigorous untiring action have, perhaps, never been surpassed.

* * * * * * * *

"He was a fleet runner at short distances. Running short distances, for small stakes, was very common in Vermont fifty years ago. Eighty rods was very generally the length of the course, which usually commenced at a tavern or grocery, and extended the distance agreed upon up or down the public road. In these races, the horses were started from a 'scratch.' That is, a mark was drawn across the road in the dirt, and the horses, ranged in a row upon it, went off at the dropping of a hat, or some other signal.

"It will be observed that the form of the Justin Morgan was not such as, in our days, is thought best calculated to give the greatest speed for a short distance. Those who believe in long-legged racers will think his legs, body, and stride, were all too short, and to them it may, perhaps, seem surprising that he should be successful, as he invariably was, in such contests."

The last paragraph quoted is wholly erroneous, and is evidently written by one personally unacquainted with racing, and forming his idea of what judges consider the requirements of a racer wholly from hearsay, or from a preconceived opinion—which, I think, can be discovered running through every line of Mr. Linsley's work—that all thoroughbreds are long, leggy, weedy, loosely-coupled, light-boned brutes, with no qualification beyond speed.

* The claim is, of course, absurd. Such a thing as a horse trotting a mile in three minutes was undreamed of, much more unheard of, in the days of this horse; as will appear, when I come to treat of trotting.

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Than which, it is needless to say, no possible idea can be more erroneous; since it is especially in the texture of his sinews and muscles, and in the character and conformation of his bones, that the thoroughbred horse of Arab descent is so immeasurably superior to every other horse in the known world.

Now, so far from it being, as Mr. Linsley surmises, the case that, in our days, the form of Justin Morgan would not be thought best calculated to give the greatest speed at short distances—the form described as his, *and no other form*, is judged the best for short distances, and the shorter the better, and for no other distances than short ones.

Every one, who knows the first rudiments of racing, or of the motions of a horse, knows that a short, close-coupled, quick-gathering animal jumps at once into his stroke, and at his third or fourth stride is going at the top of his pace, which he can never much outdo; and that, consequently, he is at the end of his eighty rods—less than a quarter of a mile—before the large, long-striding racer has well got under way.

On this principle, I perfectly remember, when I was a young school-boy, that it was my especial delight to get gentlemen, visiting at my father's house, to match their three-part-bred hunters against a little rat of a Shetland pony, which I rode, for a single dash around the carriage sweep, before the hall-door, a distance of something better than a hundred yards in a circular form, in which I invariably came off the winner.

And on this principle, again, it is well ascertained that, for a straight fifty yards, any man who has got the use of his legs, and for a straight hundred any good runner, can beat a race-horse nine times out of ten, both starting from a stand-still.

Nor is this all. For not only is it well known and admitted that small, short-stepping, quick-gathering horses are always, *cæteris paribus*, superior at short distances, or in round circles of small diameter, to large, rating gallopers, which would run clean away from them at long distances over a straight level; but it is equally conceded, that, for such distances, in a single dash, a thoroughbred horse has no advantage whatsoever, from being thoroughbred, over a half, or two-thirds, or one-fourth bred —nay! over a horse which has no blood at all in his veins, if

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he chance to be well made, quick upon his legs, and gifted with a turn of speed.

Some thoroughbred horses are exceedingly speedy, some are as slow as tops; and so of horses of all other races and families; and speed is by no means, nor ever has been, considered, the peculiar or exclusive attribute of the thoroughbred horse. On the contrary, endurance is his forte.

There are hundreds and thousands of half and three-part-bred hunters, known and selected for their speed, in England, which would to a certainty beat, for a single half-mile, as many thoroughbreds, of pedigree as pure as Eclipse, which by sluggishness of temper or awkward action, chance to be heavy gallopers and slow goers.

But make the half-mile four miles, or make the single dash a heat race, and you will see, very soon, where the blood tells; for your thoroughbred will sail away at his ease, slow as he is, when the speedy cocktail is past the power of being kicked along, with tail flirting, flanks at work, in distress unutterable. And so of all the degrees, from the thoroughbred down to the lowest grade, which has a show of blood. It is not superior speed, but the power to support the speed during superior periods, and at more rapidly recurring intervals, that is given by superiority of blood—and that no more at the gallop than at the trot, or at the trot than at the walk—no more, in stepping away with a feather on the back, than in struggling to move a ton in the shafts, until death would ensue in the collar, if man's cruelty should urge the continued effort.

Mr. Linsley, therefore, has entirely misunderstood the opinion, which racing men would form in regard to the probable qualities of an animal, framed as he describes the Justin Morgan to have been framed. Still more does he misunderstand the points of a race-horse, which are esteemed desirable, when he speaks of "those who believe in long-legged racers;" and when he confounds a long-striding horse with a long-legged horse, which are two things as distinct from one another, as any two things, in the world, well can be.

Many years have passed, since I first heard the points of horses discussed; and when I first did so it was in a country where probably more good horses, of every description, are

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raised, than in any other equal extent of territory in the known world; but I have yet got to see the first man who believes in long-legged horses, or any man who ever used the term a *leggy* horse, except as a term of disapprobation and reproach.

But now, to return directly to the point at issue, the true character of the Morgan horse, who first received that name; I said above, that all which can by the largest courtesy be allowed, as established, concerning the pedigree of this horse, is that he was something between a half-bred and a four-parts-bred animal; to all appearance, nearer to the lower than to the higher grade; and that, from the description given of him—and, I might have added, from the woodcut, but that I do not suppose the likeness to be authentic—a person conversant with horse-breeding would suppose him to possess about that proportion of blood, and not much more or much less.

The heavy mane and tail, the hairy fetlocks, and the long hairs extending up the back sinews are more conclusive of the large portion of coarse blood in his veins, than would be all the affidavits that could be sworn to by all the people, in Vermont, who had ever heard their grandmothers talk about their sleighing frolics before the Revolution, and the superiority of every thing, in the good days of old, to every thing now.

It is worthy of remark, that not only his dam, but his grandsire on the dam's side, Diamond, are both also distinctly stated to have had thick, heavy manes and tails, and hairy legs; and yet we are asked to believe that Diamond was got by the son of a thoroughbred horse out of the imported mare Wildair.

Now it is, of course, known that the thinness of the mane, and the absence of hair on the legs, are the first and most characteristic external points of the thoroughbred animal; and that a half-bred, unless he be out of a dray mare, or a Norman, or some other breed distinguished for extraordinary shagginess, loses the hairy shag of his legs, and shows a comparatively fine mane and tail, even in the first generation.

But extraordinary hairiness of legs and weight of mane and tail—extraordinary, I mean, as compared to their speed, lightness of movement, endurance, and general finish of shape and form—is the decided characteristic of what are called the Morgan family. This, therefore, I hold at once to set aside, in con-

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junction with the very best face that can be put upon the original Justin Morgan's pedigree, all claim to any high standard of blood, even in that horse; much more in his posterity to the fourth and fifth generations, unless it have been introduced from other sources; in which case, the race and its virtues cease to be Morgan.

Now, it is alleged that there were but six known or recorded stallions, got by the Justin Morgan, which were kept for service in the stud, Bulrush, Sherman, Woodbury, Revenge, and the Fenton and Hawkins horses; of which the three former only were noted stock-getters, no stock at all being traceable to the Fenton, and very little to the Hawkins horse, or to Revenge.

Of the dams of no one of these six Morgan stallions, of the second degree, has any thing been authenticated, in spite of attempts, the earnestness of which is shown by the number of different versions promulgated.

It is highly probable, that they were fine useful animals and good travellers, but quite as improbable that they possessed any considerable share of thorough blood; for the reason, that, from the beginning to the present day of American history, there has been less of that blood imported into the New England States, than into any other quarter of the Union.

This second generation, then, cannot be held to have contained in their veins, at most, above one-eighth part of that thorough blood to which the Justin Morgan owed his worth, if he did owe it, as is assumed, to a cross of rich, pure Arabian blood on the common stock.

The next generation, or third from the Justin Morgan, would, of course, contain, unless bred out of own sisters or cousins, one-sixteenth; the fourth, such as "Green Mountain 2d," grandson of "Woodbury," and great grandson of Justin, one thirty-second; the fifth as "Morgan Empire," son of "Green Mountain 2d," one sixty-fourth; the sixth as "Black Morgan," son of "Morgan Empire," one hundred and twenty-eighth; and the seventh, as "American Eagle," one two hundred and fifty-sixth part of the pure Arabian blood, which coursed in the veins of the Justin Morgan, and to which it is pretended that the merits and characteristics of this class of horses belong.

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The above calculation is founded on the supposition that all the dams were of common stock. It is not pretended, and it is scarcely possible, that any of them should have been thoroughbreds—for no owner of a thoroughbred mare stints her to a stallion of inferior race, and it is barely possible that any of them were half-breds, as few thoroughbreds have been covering in the States whence the dams are likely to have come.

If, however, it be assumed—which would, in some degree, constitute the Morgan horse a family—that, from the beginning to the present day, all the so-called Morgan stallions have been bred out of their cousins and sisters—then the seventh generation would possess one one-hundred and twenty-eighth instead of one two-hundred and fifty-sixth portion of the blood; but would be in far worse position, since there is no such thing known as the incestuous in-breeding of a single family of six persons, at first, to the sixth generation, without its producing utter deterioration, imbecility, and the gradual extinction of the race.

On the other hand, it is contradictory to all that is known of horse-breeding, or indeed of the breeding of any animal of a high finish, to assume that a sire himself, having only one two-hundred and fifty-sixth part of any pure blood, whether it be Arab horse, Durham bull, or setter dog, can transmit any appreciable portion of that blood, or of the particular virtues which that blood may contain, to its progeny, begotten on a cold-blooded, or different-blooded animal.

As I have shown above, the eighth cross from a thoroughbred stallion, on seven generations of dray-mares, would not be distinguishable from a dray-horse.

The eighth cross of a red Irish setter, on seven generations of bull bitches, would scarce show a mark to distinguish it from the true bull, and would have no more inclination to point a partridge, than he to point an ox. Consequently, in my opinion, it is idle to talk of the Morgan horses of Vermont as a distinct family, or to attribute their qualities to their descent from the Justin Morgan horse, or from any other one, or two, or half dozen horses whatsoever.

The only mark or evidence of a family which they do show, is to their disadvantage—it is their undersize, which is probably the result of an attempt, ill-advised and unnatural, to make a

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family of them, instead of preserving them, at what they originally were, and in some degree still are—an admirable cross of the thoroughbred horse, on that very excellent and useful animal—itself a cross of several breeds—which I have described under the name of the Vermont draught-horse.

This cross could have been maintained, as I have observed above, and shall show more fully hereafter, under the head of breeding, not by re-breeding the cross-bred animals, like to like—for they will not, by an absolute law of nature, produce the like again; but by reintroducing in their purity both the strains of blood, out of which the first beneficial admixture grew.

As for instance, to the finest Morgan stallion in the eighth degree stint the noblest draught-mare, or imported Norman, or choice Canadian, and stint the female progeny of that admixture to the finest, mind I do not say *speediest*, sound, short-legged, bony, muscular, thoroughbred stallion, of indisputable pedigree, and undoubted constitution—to exactly such a horse, for instance, as Boston would have been, had it not been for his unfortunate blindness, which it is to be feared will be hereditary in his blood, as it has already proved to be in the case of Lexington, or as Trustee *was*.

In the same way, the finest Morgan mares may be bred with advantage to properly chosen thoroughbreds; and the progeny of this cross again bred with the different, but somewhat similar cross, last described, will preserve the type, or class, of animal required, while reinvigorating the blood by the introduction of new strains, from the same original fountain head, though they have been flowing long through widely devious channels.

I can readily believe, that many persons in reading this will imagine, that it is my object to decry this type of horse, because I deny to it the name of family.

And I fancy I can already hear the outcry, that I am hostile to, or prejudiced against, the breed. It is not so in the slightest degree. Far from it—they are, or were, the very horse of all others, which I believe to be the best for all general purposes; the saddle, light harness, the hunting field, if it were required, and in a great degree, the trotting course. I mean the result of an infusion of thorough blood in a very large proportion into

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the soundest, hardiest and most active, not desert-descended races.

It is because I do like the class of horse, that I protest against its being forged into a family.

It is but human nature, that the owners of stallions, really descended from this Justin Morgan horse, now that the name of Morgan has obtained, should claim that all the virtues which the stock or class so named do or might possess, come directly from the loins of that horse; and that the nine-millionth part of a drop of his blood, infused into the veins of any screw, will produce a Morgan.

It is equally human nature, that the name of Morgan having once become the fashion, every breeder who has a likely stallion, however bred, and even if much more highly bred than any of the present *real* Morgans could be—if there were any—will assert it to be a Morgan. No difficult matter, by the way, since in Mr. Linsley's work there are recounted by name above two hundred and fifty Morgan stallions, now covering; and I myself know sons of some among these very stallions, which may again have sons of theirs, at this moment serving mares. In other words, there may be two farther generations of Morgan stallions, than he has named; which, for aught that one can tell, may extend the present number of foal-getting Morgans to some thousands; at the same time that it reduces the quantity of Justin Morgan blood, in the veins of each, to one one thousand and twenty-fourth part. If this be not running the doctrine of hereditary succession, and the divine right of blood, into the ground, I do not know what should do so.

The starchest stickler for thorough blood never started so untenable a position as this; and I dare say never will.

I will now briefly record the qualities, for which I believe this type of horses to be really renowned; I will give my own hypothesis as to what this type is, and whence it sprang, and, in conclusion, how far it is to be depended on, and how used, to-day.

According to what may be fairly deduced from the very conflicting accounts of the Morgans, as they now exist, it may, I think, be stated, that they are a small, compact, active style of

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horse, showing the evidence of a strain of good blood, not in general very recent, or very considerable.

They rarely, if ever, exceed fifteen hands two inches, and it is probable that a hand lower, or from that up to fifteen, is nearer to their standard. They are not, I think, particularly closely ribbed up, and many of them are inclined to be sway-backed. Their hind quarters are generally powerful, and their legs and feet good. There is an evident family resemblance in their forehands, their necks and crests being so often, as to render the mark somewhat characteristic, lofty but erect, without much curvature, and the neck apt to be thick at the setting on of the head, which, though good, is rarely blood-like.

The manes and tails of these horses are almost invariably coarse, as well as heavy and abundant, and have very often—as cannot fail to be remarked by any one, who will closely examine the wood-cuts in Mr. Linsley's work, which, although very coarse in execution, are believed to be fair likenesses, as being taken generally from daguerreotypes—a strong wave, or even curl of the hair.

All these points are those of the Canadian or Norman horse, the latter so decidedly so, that I believe no such thing ever occurs, where there is not a strain of that blood.

I should say, that any judge of horseflesh, on seeing the portraits to which I allude, if not informed what race of animals they are intended to represent, would at once pronounce many of them Canadians.

I will specify more particularly Green Mountain 2d, Morgan General, Flying Morgan, Golden Eagle and North Star, the last-mentioned as woolly as a Virginia negro.

It is farther worthy of special remark, that every one of the horses represented in this volume, which have the least of this appearance, or none of it at all, as Paul Clifford, Black Hawk and Black Jack, all of which have clean legs, arched crests, well-set-on heads and straight hair, have large mixtures of pure blood, other than whatever did, or did not come, from the Justin Morgan.

Thus the dam of Paul Clifford was by young Hamiltonian, he by Bishop's Hamiltonian, thoroughbred, by imported Messenger, imported Leonidas, and Bellfounder. The dam of

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Black Hawk was an imported half-bred English mare. The dam of Black Jack was got by Medley, he by Little Medley, thoroughbred, he by imported Medley—his granddam by Shepard's Consul—thoroughbred—by Bond's First Consul.

In all which instances, I submit that it is preposterous to refer the qualities of these animals to the very remote strain of doubtful blood, on the sire's or Morgan side, rather than to the recent pure strains, of the highest quality, on the dam's.

But to proceed with the present stock, the qualities, to which they pretend, are neat style, good trotting action, great honesty, great quickness and sprightliness of movement, apart from extraordinary speed, which is not insisted on as a characteristic of the breed—although some have possessed it—and considerable powers of endurance. There has been some conflict of opinions concerning the courage and endurance of the Morgans, as they are called, and their ability to maintain a good stroke of speed, say ten miles an hour, for several hours in succession; but I conceive it to be well established that the exception has not been fairly taken, and that these horses lack neither courage nor ability to persevere, though not, so far as I can judge, at a high rate of speed.

And now, having admitted these qualities, I mean to assert that they are qualities appertaining to all horses, which are more or less—and the more the better—crossed with thorough blood.

In the quarter, whence the Morgans come, there is an excellent type of draught mare, of different degrees of weight, power and speed, itself doubtless the produce of a variety of crosses, originally I think from the Cleveland Bay stock, possibly with a strain of Suffolk Punch, unquestionably with a large strain of Canadian, and unquestionably, also, with more or less admixtures of thorough blood, entirely distinct from that of True Briton. That from the highest bred of these mares by crosses, sometimes with other thoroughbreds, sometimes with stallions, the sons and grandsons of the Justin Morgan, themselves out of well-bred dams, sometimes with clever half-bred trotting horses, a likely and useful stamp of horses should arise, possessing just the form and exactly the qualities, which the pretended Morgans do possess, would be predicted by any person, in the least degree cognizant of the principles of horse-breeding.

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Still, there is not the slightest reason for attributing their merits or demerits to the Justin Morgan horse, or to True Briton; nor any pretext for giving them the name of Morgan horses, or for insisting that they are, in any possible respect, a distinct family.

It may be replied to this, that Morgan is at all events only a name, and that, being as good a name as any other, the adoption of it can do no harm, and will serve to designate, as well as any that can be devised, the style of light carriage or buggy horse, which I admit to be distinctive of the region of country from which they hail.

But it is not so; for the name, in itself false, necessarily tends to inculcate a false idea and introduce a false principle of breeding.

For, if the Morgan horses were a distinct family, so widely propagated as they now are, the stallions reckoned by hundreds, if not by thousands, and the mares by ten times that number, with no danger existing any longer of incestuous breeding, it would be safe and wise to breed from them, Morgan horse into Morgan mare, as one would thoroughbred into thoroughbred, with a certainty that the stock would reproduce itself, with all the virtues of the parents.

But, as they are not a distinct family, nothing but disappointment can result either from in-breeding, or from stinting superior mares to such stallions. Mares of this much-crossed stock, well selected with a view to bone, shape, action and other qualities, would undoubtedly throw valuable foals to properly selected thoroughbred horses; and I should regard them as the most valuable of brood mares, where they possess sufficient size and room. I cannot say that I should recommend the use of the stallions, at all; unless it be to give a cross of warmer blood and higher spirit to essentially cold races, as the Canadian or Norman. And even then I should judge them more likely to transmit the inferior size produced by in-breeding, and the coarser qualities of the blood, than the diluted, pure stream.

In a word, if I desired to give blood, I would rather go to the fountain-head—and no one will, I presume, dispute that it is no difficult task to find horses, of the purest thorough blood, of heavier bone, larger muscle, and greater points of size and

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power, than the ordinary run of Morgan stallions—and if I desired to breed cart-horses, I should prefer to fall back on the Cleveland Bay, the Norman, or the Punch.

But, the universe over, for general work, there is not, and never will be any thing comparable to a high cross of the very best thorough blood on the sire's side, with the very best general stock on the dam's.

And this very best general stock, for such breeding purposes, so far as the United States are concerned, I am willing to concede, is to be found on the frontiers of Vermont, of the most approved quality.

In corroboration of my own opinion, on this subject, I take the liberty to subjoin a few lines from that excellent horseman and breeder, the late President of the Union Jockey Club, Mr. J. Prescott Hall, to whom, on commencing this undertaking, I applied for information on this and other subjects, and to whom I am glad to record my indebtedness for invaluable assistance.

"The Morgan horse"—he writes me—"is not, in my judgment, a new creation. I knew them well more than forty years ago; and my father had at one time no less than four stallions of this breed.

"They are crosses from thoroughbreds, and one of the four to which I have referred had imported King William for his sire. All of them had fine trotting action, and great speed in quarter races."

Now King William was got by Herod out of Madcap by Snap, g. d. Miss Meredith, &c. He was imported by Mr. Skinner, of Hartford, Conn., and is stated, by Mr. C. H. Hall, in a MS. note to the Stud Book, to have got good stock, and left visible traces of his blood in Conn., even down to the year 1828, although he had not the advantage of having blood mares.

This is, directly, a case in point; as here was a King William stallion, of known breed, passing as a Morgan horse, when he had just as much right to be called an Arab, or a jackass; and, of course, his progeny have borne the same title, and thus Morgan has obtained a credit to which he is, in no sort, entitled.

Doubtless, if clues could be had and traced out, we should detect the same process at work every where in the history of this stock.

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HISTORY

OF THE TROTTING HORSE.

I now arrive, in the due course of my subject, at what may be called, without fear of contradiction, the most truly characteristic and national type of the horse, and phase of horsemanship, in America.

I mean, of course, the Trotting Horse, and the riding and driving of Trotters, as well on the road, as on courses regularly prepared for this most popular of sports.

And in this place I refer with pleasure to the beautiful engraving from an excellent painting by Mr. W. F. Attwood, of Young Black Hawk, better known as Vernol's Black Hawk, who is claimed, and held by many competent judges, to be the best trotting stallion now on the road.

He was got by Long Island Black Hawk, out of the Whip mare. She was by old Kentucky Whip, and her dam a Shakspeare mare, herself a good trotter. Old Black Hawk was by Andrew Jackson, out of a grand-daughter of Messenger.

Andrew Jackson was by Young Bashaw, out of a daughter of Messenger.

Young Bashaw was by the imported Barb, Grand Bashaw, out of the famous trotting mare Sally Miller.

Sally Miller was by Mambrino, a half-bred son of Messenger, her dam unknown.

It is seen at once by this pedigree, which may be relied upon as authentic, that Vernol's Black Hawk has a very large proportion of pure thorough-blood in his veins.

In Europe, and in England, perhaps, more especially, the

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use of trotting horses has declined in proportion to the improvement of the high-roads, which has long since dispensed with the necessity of travelling on horseback, and even in private vehicles, through the superiority of posting and of the rapid mail and stage travelling, in the first instance, and of railroad conveyance, in the second.

The use of light one-horse vehicles, in the country, and even in towns, with the exception of private cabriolets and public cabs, in London and the great cities, never very general—owing partly to the tax on pleasure-carriages, partly to other causes, on which I shall touch hereafter—has decreased amazingly in recent years; as much, perhaps, or more than it has increased in America.

It is not difficult to understand the reason of this; nor would it be dangerous to prophesy that, in England, the trotting-horse will never become generally popular, as it is in America; in a word, that he will never be kept to any extent, except by persons of great wealth; who, capable of any expense, may choose, in addition to a full stud of hunters and general horses for general purposes, to keep a flying trotter or two, for the name of the thing; or by those who intend to make a gain of them, by matching, as turf-men do of their race-horses.

The reasons, for this state of things, are manifold—first, perhaps, one may say, that the spirit of the English equestrian is thoroughly set on the saddle, and not on wheels. I do not think that I ever knew, or heard tell of such a thing, in my life, in England, as of two gentlemen going out to take a drive for pleasure in a light carriage, unless it were fast collegians driving tandem.

Country gentlemen, of small fortune, indeed, often keep a dogcart or heavy stanhope, as a means of family locomotion, and of paying visits, capable of carrying a week's baggage, and drawn by a great, powerful, ten-mile-an-hour horse, often a worn-out hunter, who has seen better days; but use, not pleasure, is the object, and with that use great speed is incompatible. So again, a smart tradesman, in a thriving country town or village, may find his profit in keeping his fast, active nag, to drive his stanhope about for orders, and on Sunday evenings to give his pretty wife a country jaunt or airing.

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Travelling agents—*bagmen*, as they used to be called—and butchers' boys, have long stood *alone* in the possession of fast, really fast, trotters; and they were, nine times out of ten, screws, cripples, or touched in the wind.

But the rail has done away with the bagmen, while the other classes remain in *statu quo*.

The farmer, as a general thing, one may say ninety-nine times in a hundred, keeps no vehicle lighter than his market cart, nor any other animal to put before it than one of his light team-horses, or, at best, a brood mare, or a young thing which he despairs of selling for a hunter or a charger, and which he is consequently breaking to harness.

Every man, it may be said, in short, in the country, or in country towns, who can afford to keep a horse for pleasure, much more to keep two or three horses, unless it be those who have a carriage and pair for state purposes and family use, keeps that horse with a view, occasionally, to seeing the hounds—farmers, well to do in the world, invariably so; and the shopkeepers and business men, brewers, maltsters, millers, corn-dealers, butchers, and the like, even to the village doctor, and the village attorney, almost as frequently as the farmers.

And if they do not aspire to the Earl's fox hounds, they are constantly in the field with the squire's, or the subscription pack of harriers, or with the *long dogs*, in view of "poor puss and currant jelly."

To none of these purposes are trotting horses suitable; and before trotting horses can, ever, become generally popular, or generally in use in England, the whole spirit and tastes of the English equestrian population must be changed, and field sports must give way to road driving; which is not a whit more likely than that road driving and the trotting course will give way to fox-hunting, hare-hunting, or coursing in the United States.

In the United States, on the contrary, every farmer necessarily keeps his wagon and driving horse; and, as it costs him no more to keep a good horse than a bad one, he naturally keeps one which can administer both to his pleasure and his self-esteem, beside doing him yeoman service on the road; and which may, probably, if he prove to be something uncommon, turn out just such a prize to him, as the first-class hunter would

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to his English contemporary, and fill his pockets with hard cash.

In the like manner, every tradesman, artisan, business man, or mechanic, whose affairs require the service of a horse, in America, keeps, as that by which he can alone combine profit with pleasure, a fast and hardy trotter, of greater or less speed or power, as the nature of his business may demand.

So also, or far more, does the well-to-do person, who can afford a horse, or a pair, purely for his amusement, keep such as will afford him the only amusement which is to be had out of horseflesh in America, as a general rule; I mean, of course, trotters for the road, either in harness or under the saddle—the latter being, in fact, seldom to be seen; for the two or three Southern States, in which hunting on horseback exists at all, are an exception, and not a rule; and, even in these, the hunting itself is an exceptional and class amusement, confined entirely to the aristocratic planters, and never attempted by the city tradesmen. Farmers, in the usual sense of the word, there are none to attempt it, in those States.

There is yet another reason, wherefore horse-trotting will always be a popular sport in America; which is this, that the utility of this class of horse and the great demand for it—similar to the demand for hunters in England—having created a very superior class of animals, trotting-courses naturally followed—as steeple-chases have followed in England.

Now, horse-racing and steeple-chasing can never, from their very nature, become, in the true sense of the word, *popular*. The people may love to be spectators, but can never hope to become participators in them. Since the keeping up of racing establishments, or even of hunting-stables, including a large number of horses—applicable to no possible purpose of immediate practical utility—a large number of servants of a particular class, at extraordinary wages, and requiring almost unbounded expenditure, beside involving abundant leisure, constant attention, and the ownership of soil, can never extend to others than the few, the wealthy pleasure-seekers, of any community. The masses can never pretend to those sports.

The trotting-course, on the other hand, is common to all. It is the trial-ground and arena of the roadster, open to every one

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who keeps a horse for his own driving, to compete thereon, according to that horse's pretensions to speed or endurance. Nor on it has the millionnaire, who keeps his regular trotting stable, his private trotting course, and his private trainer, one iota of advantage over the butcher, the baker, or the farmer, who keeps his one fast crab, trains it himself into general condition on the road, and puts it for a month or two, into the hands of Spicer, Woodruff, Wheelan, or some other such tip-top-sawyer, to bring it to its best time, and trot it, when the purse is to be won.

Trotting, in America, is the people's sport, the people's pastime, and, consequently, is, and will be, supported by the people.

And, as it does for every thing else, the demand creates the thing demanded.

Whenever trotting becomes popular, in this sense, in England, or in Europe generally, the same demand will arise; and trotters will be created in abundance, out of the abundant material which exists in the noble half-bred, and yet more highly-bred, horses of those countries.

But it is safe to say, that it never will become popular, and that the demand never will arise.

Even in America, at this day, it is *not* popular with the wealthier classes and those who assume to be the aristocracy; but is supported mainly by the people.

Regarding it in this light, I must say that it has often struck me as somewhat cockneyish, not to say *snobbish*, on the part of American travellers, to go on, *usque ad nauseam*, wondering why there are not such *trotters* in England as there are in the United States, and thinking it a great matter, for which to brag over the Old Country, because there are no horses *there* which can do their mile in the thirties.

I am certain that if an English traveller should make a similar *rout* about the absence of hunters and steeple-chasers in America, where nobody wants them, and should maintain such *a cock-crowing*, as do some of our newspaper letter-writers, *soi-disant* horsemen, and Parisian correspondents, on the want of trotters, over the inability of American horses to leap six-feet stone walls, or twenty-five feet water-ditches, he would be set down, in America universally, as a conceited braggadocio fool

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of a foreigner, and written down, at home, as a prejudiced, narrow-minded, ignorant ass.

Another reason, inferior in practical truth to the others adduced, but physically superior, is this—that before American trotters could be generally used in Great Britain, the whole system of British road-making must be altered; which is not very likely to occur. On an ordinary English Macadamized turnpike, which is exactly the same as the hardest central part of the New York Third Avenue, without any soft track along side of it, an American trotter would pound his shoes off in an hour's trot, and his feet off in a week's driving; and this is doubtless, whatever may be said of the objections heretofore offered, one which must operate for ever against the general use of trotters after the American fashion; unless they be trained and kept exclusively for sporting purposes. This, however, is no more, but even less, likely to occur, than the total alteration of the whole system of English road-making, and the entire change of the tastes and habits of the English people. Since the point, which renders the trotting horse so popular here, would there be wanting, namely, his equal adaptability to ordinary road-driving and purposes of general utility, and to occasional matching and turf-amusements of a peculiar, though inferior description.

Considering, however, the American trotting-horse, as he now exists, in the light of an animal possessing extraordinary qualities in a most extraordinary degree, and of one singularly adapted to the state of society in this country—in the eastern and western portions of it more especially—to the condition, tastes and wants of the population, it will be necessary to look a little to what he is, to his origin, to the means by which he has been produced, and lastly, to his character and characteristic qualities, viewed as stationary or progressive.

And first, we shall find that the time-trotter, in America, is neither an original animal of a peculiar and distinct breed, nor even an animal of very long existence, since his first creation.

Secondly, we shall find, that in an almost incredibly short space of time, owing to the great demand for and universal popularity of the animal, united to a perfectly devised, and now ubiquitously understood, system of breaking, training and driv-

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ing him, so as to develope all his qualities to the utmost, the trotting-horse, of high speed, good endurance, showy style of going and fine figure, has become, from a rarity, a creature of every-day occurrence, to be met with by dozens in every village of the Eastern and Middle States, and scarcely any longer regarded as a trotter, unless he can do his mile in somewhere about two minutes and a half.

Thirdly, it will appear that the trotting-horse is, in no possible sense, a distinct race, breed, or family of the horse; and that his qualities, as a trotter, cannot be ascribed or traced to his origin from, or connection with, any one blood, more than another.

It is true and it is to be regretted, that of trotting-horses, the pedigrees have been so little attended to, and probably from the nature of circumstances are so seldom attainable, that few, indeed, can be directly traced to any distance, in blood.

Enough *is* known, however, to show that some horses of first-rate powers have come from the Canadian or Norman French stock; some from the ordinary undistinguished country-horse of the southernmost of the midland States; some from the Vermont family; some from the Indian pony; and lastly, some, mainly, if not entirely, from the thoroughbred.

To no one of these families can any superiority be attributed in producing trotters of great speed. All have shown their specimens, by means of which to claim their share in the production.

Only, it may be affirmed generally, that while some very famous trotting-horses have been nearly, if not entirely, thoroughbred, the low, lazy, lounging, daisy-cutting gait and action of the full-blooded horse of oriental blood, is not generally compatible with great trotting action or speed. Still, it is true that the best time-trotters have *not* the round, high-stepped action, which is prized in carriage-horses, or parade horses for show, and which probably originated and existed to the greatest extent in the Flemish or the Hanoverian horse, of the coldest of all imaginable strains of blood; and that they *have*, in a great measure, the long-reaching stride, the quick gather, and the comparatively low step of the thoroughbred.

That a strong infusion of the best blood adds both courage and ability to endure, is not doubted; and there is much reason for believing that the animals most celebrated for undaunted

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pluck and indomitable perseverance, have been extraordinarily high bred—as much so, to say the least, as the *best* English hunters, thirty years ago, or as most English hunters, except in the grass counties, Leicestershire, Rutlandshire and Northamptonshire, at the present day.

Lastly, it stands preëminently confessed and undeniable, that the speed and powers of the trotting-horse of America are as yet in a progressive and improving state. That constant increase of speed does not imply decrease of power to endure, either in reference to time or to the weight carried or drawn, but exactly the reverse. In other words, the experience of the day shows that with improvement in speed, improvement in endurance, both for distance and for the weight to be moved, advances likewise. Nor that only, but figure, action, size and appearance also.

That is among the reasons which goes far to disprove the growing opinion, that with the efforts to increase speed in the English and American race-horses, its admirers are sacrificing bottom, courage and power.

In other words, that the animal is degenerating.

Now it is clear, that since blood is more largely infused from the best horses into the veins of the ordinary American roadster, the endurance and the beauty of that class of animal, as well as its speed, are increasing a hundredfold.

This certainly does not go to show that thorough blood is deteriorated itself, or the cause of deterioration in others; much less that as some blockheads—I can use no other term—have argued, it requires a mixture of coarse cold blood to restore its pristine vigor.

Much more conclusively does it controvert, confound and utterly condemn the foolish, fanatical, prick-eared, false philosophy of the pundits of the Agricultural Societies, who would prohibit the exhibition of speed at their fairs; as if by being fast on foot, horses lost the power of staying a distance, or carrying or drawing a weight, whereas every one knows the fact to be the very reverse; and that there are ten horses to-day, in every county in the Union, which can draw two men in a wagon at a rate of ten miles an hour, and keep up their work, where there

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was one that could do it at the beginning of the present half century.

The only thing to be expected now of the Massachusetts Agricultural Society, is, that it should exclude all women from their grounds, who possess above a low average of good looks, for fear the men should neglect looking at fat pigs, in view of the superior attractions of fair women.

It is too little to say, that such befogged and Bostonian enactments are behind the spirit of the age; are utterly unscientific, unpractical, detrimental to the object which they profess to encourage, and indicative of a low, prejudiced, one-sided, exclusive and pharisaical condition of the popular mind, where such absurdities can be promulgated without calling forth general reprobation, or awakening universal and inextinguishable ridicule.

The Pharisees have succeeded, one may say, for the exception scarcely exists to prove the rule, in abolishing trials of speed among race-horses every where east of the Potomac, and north of the Ohio Rivers. The consequence is, that they have all but succeeded in abolishing the thoroughbred horse in the same region; and have brought it to pass, that in 1856 there are not ten thoroughbred stallions of proved blood and tried powers—indeed, not ten thoroughbred stallions, of any kind, serving mares, where in 1826 there were fifty.

It remains for two or three generations hence, to show whether the general stock of the country will have improved or deteriorated, by the substitution of Morgan and Black Hawk trotting stallions, with at most two or three-eighths of thorough blood in their veins, and without size, length or room, for such animals as Eclipse, Henry, Medoc, Mingo, Postboy, Leviathan, Trustee, of later days; or as King William, Messenger, Medley and Wildair, in the brave times of old, when men did not assume it necessary, that because they were "virtuous," there must needs be "no more cakes and ale."

But it does need the lapse of generations to enable the experienced breeder, who takes proof and the tested wisdom of ages, instead of new-fangled notions, for his guide, to foresee what the effect will surely be.

Nor does it need a second-sighted eye, or a prophetic tongue,

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to discover and declare, that if trials of speed be prohibited to trotters in the next quarter of a century, the trotter will be as nearly extinguished in the North and the West, as the thoroughbred now is; and that, as the men of 1856 have seen trotting half-breds take the place, on Long Island and in New Jersey, of the noble thoroughbred stallions of 1826, so will the men of 1886 see cart and Conestoga stallions, in the place of the Morgans and the Black Hawks of to-day.

Whether the Agricultural Societies who esteem speed as a crime in a horse, just as their Puritan ancestors held beauty in a woman a delusion and a snare, accept the consequence of their action, as a desirable conclusion, and "a consummation devoutly to be wished," or no—it is the certain and legitimate conclusion thereof.

If it be persisted in, the same Thebans, who rejoice and consider it "a Providence" that there is not a "four-mile-heater," north of the Potomac, will have equal cause to rejoice, within another quarter of a century, that there is not a horse that can trot his mile within four minutes, or do his eight miles, instead of his twenty, within the hour.

This will be *their* deed; but they must not expect to be able to shelter themselves from the just reproach of the country, or from the silent scorn of time, by any plea, such as Macbeth's to bleeding Banquo's shadow—

"Thou canst not say I did it;"

for it is already found as a true bill of indictment against them, and there are those awake to the subject, who will suffer no *nolle prosequi* to be entered up for their protection, from the consequences of their more than moon-struck madness.

Persons who only see the trotting-horse as he now exists, an established institution of the country, and perhaps remember that within their own memory, time has been brought down from 2m. 40s. to the as yet unequalled, though we may not doubt to be surpassed hereafter, 2m. 24½s. of Flora Temple, will doubtless be astonished to learn how modern is the date of this celebrated creation, and how recent the establishment of trotting courses, and the proclamation of purses for trotters.

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"The first time," I quote from Porter's Spirit of the Times of December 20, 1856, "ever a horse trotted in public for a stake, was in 1818, and that was a match against time for $1,000." The word *ever* in the above quotation, I presume, to have reference to America, as trotting matches on the road in England had certainly taken place earlier than that date.

"The match," continues the writer, "was proposed at a Jockey Club dinner, where trotting had come under discussion; and the bet was, that no horse could be produced which could trot a mile in three minutes. It was accepted by Major William Jones, of Long Island, and Col. Bond, of Maryland; but the odds on time were immense. The horse named at the post was 'Boston Blue,' who won cleverly, and gained great renown. He subsequently was purchased by Thomas Cooper, the celebrated tragedian, who drove him on several occasions between this city," New York, "and Philadelphia, thereby enabling himself to perform his engagements in either city on alternate nights.

"It was as late as 1830 before the fast-trotting courses were established, and public purses offered in this country. Edwin Forest made his best time in 1834, and Sally Miller hers in 1833, and at that date 2m. 31½s. was the maximum of speed."

There is an error in the above statement, concerning the date of the first establishment of trotting courses and offer of purses, as I suspected from my own recollection, on first reading it—having seen Tom Thumb trot his match in England, while an under-graduate at Cambridge, on the Northampton turnpike-road, much earlier than the date named, which would hardly have been the case had not trotting been already a well-understood sport in the United States.

By reference to that excellent old work, the American Farmer, by the late J. S. Skinner, a useful and honored contributor to all that belongs to sporting in America, I find in vol. iv. p. 265, for 1823, the first distinct notice of trotting courses.

It is embodied in an act passed March 30, 1831, which is published in the Farmer, in connection with the "Articles and Rules of the New York Association for the improvement of the breed of horses."

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This Association, it appears, was instituted in the year first named, 1823, founded on the act alluded to, bearing date of two years previous.

This enactment runs thus—

"Be it enacted by the people of the State of New York, represented in Senate and Assembly, that from and after the passing of this act, the training, pacing, trotting and running of horses, upon regulated courses and upon private property, in the county of Queens, is hereby declared to be exempted and freed, for and during the period of five years, from the passing of this act, from the provisions and penalties of the act, entitled, 'An act to prevent horse-racing, and for other purposes.'"

There are farther clauses to this act, but as it is my object, at present, only to fix dates, it is unimportant to refer to these.

On page 415 of the same volume, I find the following notice, taken from a Glasgow paper; evidently showing that, although there might as yet be no regular trotting-courses or public purses given, the art of making and training trotters was already well understood;—

"The public were informed of the speed of two American trotters, the property of Mr. Aldridge, and it seems two others, lately arrived, are superior in speed, and equal to 17 miles an hour. They are the property of a gentleman named Beningborough; one of them was matched to do eight miles in half an hour on the Cambridge road, on Thursday, and to carry 11 stone, 154 lbs. The horse is an iron gray, rat-tailed, and is sixteen hands high. The match was for 100 sovereigns at a week's notice, and the horse did his—

	min.	*sec.*		*min.*	*sec.*
First mile in . .	3	30	Fifth mile in . .	3	32
Second " . .	3	29	Sixth " . .	3	50
Third " . .	3	26	Seventh " . . .	3	40
Fourth " . .	3	36	Eighth " . .	3	52

making the whole eight miles in 28m. 55s.

"The horse broke once in the sixth mile. The other horse was matched to trot 17 miles in one hour on the same road, for 200 sovereigns."—*Glasgow Herald.*

I can find no farther mention of these horses, either in the English or American sporting publications of that date, unless

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one of them be alluded to in a brief notice in the Annals of Sporting, an English work, vol. v., p. 74. "On the 10th December, 1823, the American Roan started to do one mile in 3m. 6s., upon the trot, for 50 sovereigns, and won, with two seconds to spare."

The next records which I find, are these from the American Farmer of the following year, 1824.

"NEW YORK, *June* 2.

"TROTTING.—Last Monday's Evening Post contained an account of an extraordinary trotting match on Sunbury Common, England, in harness. Mr. Giles trotted his mare 28 miles, in the short space of one hour and 57 seconds, which is said to be unparalleled, and that there is nothing like it on record. But let us see how it compares with the match between Mr. Somerindyke's horse Topgallant, and Mr. Coster's mare, Betsey Baker, who were matched for one thousand dollars a side, to trot three miles in harness, on the Jamaica road. They started yesterday, at one o'clock, the horse driven by Mr. Purdy, the mare by Mr. Howard. The horse had the advantage in starting, as he came up hard in hand, with fine action, a little ahead of the mare. The word was given to start, and the horse led the mare in fine style and beat her about 40 yards, performing the three measured English miles in the short space of eight minutes and 42 seconds. Topgallant last summer performed 12 miles on the road in 39 minutes, beating the celebrated horse Dragon, owned by T. Carter. All three of the above horses were raised on Long Island. Mr. Purdy trotted the Albany pony on the same ground, against Mr. Howard one mile, which was performed in 2m. 40s. The Boston Blue horse trotted his eighteen miles within the hour, and the Tredwell mare trotted her mile in 2m. 34s. The two last horses were taken to England, and won several matches."—*Evening Post.*

I presume that Boston Blue is the rat-tailed, iron-gray, mentioned above in the "Cambridge Road" match, elsewhere called the Slate-colored American, and the Tredwell mare, the brown mentioned in the same extract. Boston Blue is the horse recorded in the quotation from the Spirit as winning a thousand dollars by doing, for Major Wm. Jones, the first mile ever recorded in three minutes, in 1818. The Tredwell mare, it ap-

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pears, if the above statement be correct, had already, in 1824, brought the time down below the forties; but for many years afterward a 2m. 40s. horse was not an every-day occurrence, even among those considered extra fast, while a three-minute horse was, until very recently, considered extraordinary as a private gentleman's roadster.

Again, in the same year, we find the following notice of a road-match, done nearly at the same rate as those previously noticed, which was evidently about the top time of the day.

"On Saturday last, for a bet of $100, a horse of Mr. Van Buren's was trotted to a wagon, without collar or traces, six miles in 28 minutes. The time allowed was 34 minutes, and the performance was done on the Jamaica turnpike from the 12th to the 6th mile-stone. The horse came in without fatigue, although the whole of the tire came off one of the wheels."—*New York Paper.*

The trick of the match last named, lies in the animal having drawn the greater part of the load by the bit, in its mouth, although it is probable that the shafts were attached pretty firmly to the belly-band, and there may have been a breast-plate.

In the year 1825, from the same source, the American Farmer, which is the only responsible guide on such matters until 1829, when its editor commenced, in September, the publication of the American Turf Register, I derive the account of the following match.

"The lovers of fine trotting were gratified yesterday morning by witnessing a match between a bay horse belonging to Mr. Russel, and Mr. Howard's sorrel horse, Defiance, for a purse of $1,000. The distance was three-mile heats, and the purse was won by Defiance in very handsome style. The first heat was won by the bay horse, but it is presumed that Defiance would have come in ahead, if he had not lost a shoe. The distance was performed as follows—

First heat, ...	9m. 11s.
Second "	9m. 08s.
Third "	9m. 06s.
Whole nine miles in . .	27m. 25s."

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On a later page of the same volume, there is a record, which, as it relates to an English match, it is not worth the while to extract entire, to the effect that "Mr. Willan's horse, which beat the *Slate-colored American*"—Boston Blue, I imagine—"was backed to trot three miles in nine minutes, for 100 guineas."

The horse did his first mile in 2m. 53s., and at the end of the second mile had 12 seconds to spare; but when a hundred yards from home he broke, and was so hemmed in by the crowd when turned back, that he could not clear himself, and lost his match by 5 seconds.

This system of turning, by the way, when a horse breaks, is one of the errors in English trotting rules, which has militated against all progress or improvement. A horse loses enough by being pulled down into his stroke again, as every driver knows. If he must turn back, an unsteady horse, such as Pelham, would be distanced every time he started.

This year brings us to what may be called the origin of authorized and authenticated trotting, as in it was established the association of which this, from the same journal of May 19, 1826, is the first record extant.

"The New York Trotting Club was got up last year with a view of improving the speed of road horses, which they consider the most useful of their species, and it met with great encouragement from the admirers of that noble and most useful class of animals; the following are the inducements offered by the Club to persons owning good horses to train and enter them for the prizes, and by these means many horses whose speed is now in obscurity will be brought into notice, and consequently their value enhanced. The Club's course is near the Jamaica Turnpike, about a mile below the Union Course, L. I.

"The first day's purse this spring, of $200, will be trotted for under the saddle, on the 16th inst., at 2 P. M. Two-mile heats.

"Second day, the 17th, a purse of $200, to be trotted for in harness. Two-mile heats.

"Third day, the 18th, a sweepstake of $200, under the saddle; three-mile heats, open for trotters, rackers, and pacers.

"A piece of plate is to form the half of each purse."

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"The weight to be carried is 150 lbs. for the saddle, and a feather for harness.

"Horses to be entered the day previous at John R. Snedecor's, at 4 o'clock, P. M."

To which the editor adds the following exhortation;—"Why are not clubs like the above formed in this vicinity? It would afford an excellent test for the speed and value of *harness* horses, as the turf does for the race-horse. Who will set it a-going?"

It is curious to read such words, dated only thirty years ago, and to look at the changes which have ensued within so short a space. Then trotting-horses were scarce in existence, and but one course in the Union, while race-horses and racing were as common as flowers in May. Now, a fast trotter is in every third wagon you meet on the road, trotting courses meeting you at every corner, while racing, and all that pertains to it, except in a few Southern States, of which long may it continue the boast and glory, has every where fallen into abeyance among us, and seems to hang

"Quite out of fashion, like a rusty mail
In monumental mockery."

The next we learn from the *New York Gazette*, May 16, 1826, that, "The trotting purse of $200 was contested for yesterday by Screws, Screwdriver and Betsey Baker. It was won in handsome style by Screwdriver in two heats. The first two miles in 5m. 36s.

"The second two miles in 5m. 38s.

"$100 in money and $100 in silver plate were delivered by the Vice-president with an appropriate speech. The owners and friends of the winning horse gave a splendid dinner and champagne at Snedecor's tavern, where the following horses were entered for this day's purse.

"Two-mile heats in harness. Entries—Tom Thumb, by Garvey Q. Brown; Screws, by Blank; Jersey Kate, by McGuire. Great sport is expected."

I find no record of the farther notice of this meeting, nor of the year, until the Autumn meeting on the Union Course, L. I., October 3, 1826.

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When, on the same day on which Mr. Stevens' ch. f. Janet won the Association's purse of four-mile heats—the first in 7m. 48s, the second in a canter, no time kept.

"The silver plate of the New York Trotting Club was trotted for in harness, two-mile heats, at 11 o'clock, by Trouble, Screws, Tom Thumb, and Lady Pluck.

"Won by Trouble in 5.27—5.31.

"At four o'clock in the afternoon, Betsey Baker, Buckskin, Shakespeare and Rob Roy trotted for a sweepstakes of $100, three-mile heats.

"Betsey Baker won the purse, by taking the first and third heats. Shakespeare won the second heat.

"Time, 8.21, 8.20, 8.19."

Herewith closes the brief of all the American trotting, on regular courses, of the year 1826.

Of the following year, 1827, we have somewhat fuller accounts, and those of horses whose names, as well as those of their riders, are still household words among our sporting men, and who were still performing and winning green laurels on the Turf, within my own personal recollection.

"A trotting match against time was decided yesterday—April 23—on the Trotting Course, Long Island. The conditions of the bet were, to trot fifteen miles in harness, fifteen within the hour; which was performed by the Long Island horse Whalebone, in fifty-six minutes, notwithstanding the heaviness of the course, owing to the rain which fell the night preceding, and in the forenoon of the day of the race. The 14th mile was accomplished in 3m. 10s., and the last, the 15th, in 3m. 5s.—and, what is very remarkable, the horse came in at the end of the race in gallant style, and appearing not more distressed than the common run of horses would in performing the same distance at the rate of eight miles the hour. The owner has offered to trot him seventeen miles in an hour for a thousand dollars.

"AMER. FARMER."

Again,

"A trotting match took place, October 3, on the Long Island Course, between the celebrated horse Rattler, owned by Mr. Wm. Jackson, and Screwdriver, the property of Mr. Brown, for one thousand dollars a side, two-mile heats.

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"At starting, Screwdriver had the pole.

"The horses went off in good style head and head for some distance, when Rattler made a break, and in pulling up to regain his trot, lost between fifty and sixty yards. By the good management of his rider, he gained gradually on his opponent, and finally won the heat by about a head.

"The second heat, the horses again went off head and head. Rattler made another break, which left him considerably in the rear; but having more *foot* than his opponent, soon regained his lost ground, passed him, and won the race in fine style. Rattler was ridden by Mr. M. Clintock; Screwdriver, by Mr. White Howard.

"This match was certainly the greatest treat that amateurs have probably witnessed on this or any other turf in the annals of trotting.

"Time of the first heat, 5m. 24s. Second heat, 5m. 26s.

"*New York Paper.*"

I cannot discover any records of the regular meetings or the contests for the purses of this year, the absence of any authentic work devoted exclusively to sporting up to a period of two years later, rendering it almost impossible to get at facts worthy of record as authentic.

From this date, however, trotting may be regarded as a thoroughly authentic and legitimate sport, as in the next year a second Association and trotting course was established in the second city of the Union, and from that day the progress of the sport has still been, without a check, onward and upward.

HUNTING PARK ASSOCIATION, PHILADELPHIA.

"The meeting for this Association was held at the Indian Queen Tavern, South 4th street, Philadelphia, February 8, 1828. The object of the Association was such as ought to induce similar ones at all the country towns. They would promote a fondness for fine horses; would increase their number, and *greatly augment the value of the capital* which must always exist in the article of horses. The purpose of the Association is clearly explained in the first article, as follows.

"ARTICLE 1. For the encouragement of the breed of fine

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horses, especially that most valuable one known as the trotter, whose extraordinary powers cannot be developed or properly estimated without trials of speed and bottom, and in order to prevent those vicious practices which often occur on the course, where it is not subject to the government and direction of an Association, empowered and resolved to maintain good order—the subscribers agree to associate under the name and title of the Hunting Park Association."

To copy the remainder of the articles and rules, would be a needless waste of space; but it may be briefly stated that—The government of the Association is vested in a President, two Vice-presidents, and seven Managers, to be elected annually.

"No new member to be admitted without the consent of two-thirds of the Board of Managers.

"Annual subscription, ten dollars.

"Every rider to be neatly dressed in a fancy silk jacket, jockey cap and boots, and all horses to carry weight according to age, as follows—

An aged horse, ...	150 pounds
Six years, ...	143 "
Five years, ...	136 "
Four years, ...	129 "
Three years, ...	122 "

Mares, fillies, and geldings allowed three pounds. Intervals of thirty minutes between heats of four miles, twenty minutes between heats of three miles, and fifteen between every other heat.

"All combinations and partnership between horses prohibited, and their owner never again allowed to enter a horse. A horse must win two heats to win a race, unless he distance all others at one heat; but if three horses win each a heat, no other horse to start against them.

The distance on four-mile heats is fixed at	. .	320 yards.
"	three	"	"	. . 240 "
"	two	"	"	. . 160 "
"	one	"	"	. . 80 "

"Art. 26. All trials for speed shall be under the saddle, unless directed otherwise by a majority of the members of this Association, or two-thirds of the officers of the same; but the first day's and largest purse shall, in all cases, be contended for

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under the saddle. When trotting in harness is permitted and authorized, the officers of the Association shall give notice of the same, and prescribe the rules, at least one month before the purse is trotted for.

"PERFORMANCES ON THE COURSE OF THE HUNTING PARK ASSOCIATION FOR THE IMPROVEMENT OF TROTTING HORSES.

"First match was on the 15th May, 1828, when three horses were entered for the Association's purse of $300, and a splendid cup; viz., Screwdriver, Betsey Baker, and Topgallant.

"Distance, three-mile heats.

"Screwdriver won the two first heats, beating Betsey Baker by a few feet.

"Time of performance—first heat, 8m. 2s.; second heat, 8m. 10s.

"This was the best time then on record." It has been done since by Dutchman in 7m. 32½s., and Lady Suffolk in 7m. 40½s.—7m 56s.

"Second day's Spring races, 16th May, Whalebone, Creeper, Gentle Kitty, Grey Squirrel, and Moonshine, were entered, two-mile heats, purse $200, and a handsome silver cup.

"Whalebone took the two first heats, distancing Gentle Kitty and Moonshine first heat. Distance, two-mile heats.

"Performance—first heat, 5m. 40s.; second heat, 5m. 38s.

"October 21, 1828. The Fall Races took place. On the first day, Topgallant and Paul Pry were entered. Topgallant took the two first heats, purse $200, and a silver cup. Distance, two-mile heats.

"Performance—first heat, 5m. 55s.; second heat, 5m. 35s.

"October 22, second day. Spot, Paul Pry, and Ephraim Smooth. Purse, $300. Distance, four-mile heats. Spot won the two first heats with ease.

"Performance—first heat, 11m. 34s.; second heat, 11m. 40s.

"In the afternoon of said day, the following fillies contended for the Colt and Fillies' Purse, $50, and a silver cup of the same value. Sally Miller and Lady Washington.

Sally Miller, first heat, . . .	3m. 9s.
Lady Washington, second heat, . .	3m. 6s.
Sally Miller, third heat, . . .	3m. 4s.

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"March 19, 1829. The following horses were started for a purse of $200, as second-rate horses. Distance, two-mile heats. Creeper, Lady Jackson, Lady Kate, Moonshine, and Paul Pry.

Lady Jackson, first heat, . . . 5m. 47s.
Moonshine, second heat, . . . 5m. 43s.
Moonshine, third heat, . . . 5m. 38s.

"May 21. Match race between Topgallant and Ephraim Smooth, for $500 a side, three-mile heats. The two first heats won by Ephraim Smooth.

"Time, first heat, 8m. 20s.; second heat, 8m. 10s.

"*American Turf Register*, Vol. I. p. 63."

In connection with the Hunting Park Course, of which this is the first record, it will be not out of place to give, in this place, a memoir of the celebrated old horse Topgallant, who for many seasons stood nearly at the head of the American Trotting Turf, and for some reason, which it is not easy now to indicate, for it certainly was not dependent wholly on his real merits as a victor, for he was often defeated, and not by any means in extraordinary time—or what would now be considered such—was one of the most popular animals and the greatest favorites, with the masses of the spectators, that has ever been known on the Turf.

He stood, in this respect, as Lady Suffolk in her day, and as Flora Temple now.

He was the "Old Top," as Lady Suffolk formerly was the "Old Lady," of the B'hoys, who were always ready to cheer them to the echo in their successes, and to sympathize, as if it were private calamity, in their defeats.

He was a fine dashing-looking animal, with a blood look, a lean bony head, and fine action.

AN ACCOUNT OF THE CELEBRATED TROTTING HORSE TOPGALLANT.

Among the many horses which have acquired distinction on the Hunting Park Course, no one, perhaps, is so general a favorite as the veteran trotter. Whenever the "Old Horse," as he is familiarly and affectionately called, appears upon the course, his presence is greeted with every demonstration of enthusiasm, by the spectators, and in his performances he is

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watched with the deepest anxiety. This attachment to him springs from his extreme age, joined to his general good behavior, and the fact that he is in a great degree identified with the history of our course. He was one of the first horses ever entered for the purse of the Hunting Park Association, and has since been engaged in every regular contest which has taken place under their auspices. In all of these—though not a constant winner—he has sustained an excellent reputation, and whenever defeated, he has experienced more sympathy than most others in success.

The life of Topgallant has been strangely varied. Of his earlier years, but little is known, though he is generally believed to belong to the stock of the famous Old Messenger. Where, or by whom he was bred, we have been unable to learn, nor can we ascertain his precise age, though his marks indicate twenty-five years last spring. At one period, he was used as a common coach hackney in New York, and has at other times, been employed in various laborious occupations.

Topgallant has changed owners so frequently, that it is nearly impossible to procure a regular detail of his performances. Some of these have taken place at Long Island, and in parts of New Jersey, but those feats which are considered the most remarkable, have been accomplished at Allen's, now better known as the Hunting Park Course. His reputation as a trotter, has been established for many years, and so high did he stand in the opinion of those who knew him, that at a meeting of the board of officers of the Hunting Park Association, held to regulate the trotting for their purses, the first year of their institution, it was resolved, that Topgallant should not be permitted to enter for the second day's purse, inasmuch as they considered him a first-rate horse.

On Thursday, May 15, 1828, Topgallant trotted against Screwdriver and Betsey Baker, three-mile heats, &c., for the first purse and prize cup, offered by the Hunting Park Association. On this occasion, Screwdriver succeeded in winning.

Time, 1st heat, 8m. 2s.—2d heat, 8m. 10s.

Though a loser, Top suffered nothing in the estimation of his friends.

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Tuesday, Oct. 25, 1828, Top trotted against Paul Pry, for the Association third purse of $200, and won by the first two heats.

Time, 1st heat, 5m. 55s.—2d heat, 5m. 35s.

In this contest neither of the horses were pushed.

Wednesday, 20, 1829, Top trotted against Columbus, Whalebone, Buckskin, and Ephraim Smooth, for the Association eighth purse, of $300; Ephraim Smooth won.

Time, 1st heat, 8m. 27s.—2d heat, 8m. 20s.

Notwithstanding this defeat, the friends of the old horse immediately matched him against the winner, Ephraim Smooth, for three-mile heats, $500 a side, to be trotted the following day. Accordingly, on the 21st May, the match took place, when Ephraim Smooth again succeeded in winning the two heats.

Time, 1st heat, 8m. 20s.—2d heat, 8m. 10s.

On Thursday, October 15, 1829, Topgallant, Ephraim Smooth, Whalebone and Chancellor, trotted for the purse of $200, four-mile heats. It was in this contest that Topgallant proved the excellence of his bottom. Four heats were trotted. Top came out ahead in the first. The second was prononnced a dead heat. Whalebone took the third, and old Top the fourth. This trot afforded excellent sport to the spectators, and was justly considered one of the best that had taken place on the course.

Time, 1st heat, 11m. 4s.—2d or dead heat, 11m. 30s.—3d heat, 11m. 17s.—4th heat, 12m. 15s.

Thursday, May 20, 1830, Columbus, Ephraim Smooth, Topgallant, and Lady Jackson trotted for the Association purse of $200, three-mile heats. In this trial Columbus was victor, doing the 1st heat in 8m. 19s.—2d heat, 8m. 27s.

So sanguine were the friends of Topgallant that his loss was attributable to untoward circumstances, and not to any inferiority of speed, that they offered a match of $500 a side, two-mile heats, against the winner, Columbus, which was accepted. In consequence of this arrangement, the match took place on the 22d of June following, when the old horse won the two first heats with all ease.

His time was as follows;—1st mile on the 1st heat, 2m. 46s.

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—2d mile on the 1st heat, 2m. 43s.—1st mile on the 2d heat, 2m. 43s.—2d mile on the 2d heat, 2m. 46s., making 5m. 29s. each heat.

Top did not break once during this performance.

On the 7th of September, 1830, a match was trotted between Topgallant and a gray horse from Boston, called Buster, mile heats, for $100 aside. This money Top won without difficulty, doing each heat in 2m. 39s. He would have performed his 2d heat some seconds sooner, but his rider held him in.

On the 22d and 23d of Oct., 1830, Top contended for the purses offered by the Association, but was unsuccessful on both days, Bull Calf taking the first, and Whalebone the second.

Thursday, May 19, 1831, Topgallant, Bull Calf, Tyro, and Sally Miller, entered for the Association purse of $200, two-mile heats, and in this trial Top succeeded in winning the 2d and 3d heats, Sally Miller having taken the first.

Time, 1st heat, 5m. 21s.—2d heat, 5m. 21s.—3d heat, 6m. 16s.

Thursday, June 2, 1831, a match race was trotted between Topgallant and Whalebone, four-mile heats, in which Top took the lead from the score, and kept it during the 1st and 2d heats, being only once lapped by his opponent.

Time, 1st heat, 12m. 5s.—2d heat, 12m. 2s.

In consequence of Whalebone's breaking up continually, Top was not pushed, and, of course, the time was not so good as had been expected.

On the 20th Oct. 1831, Top trotted against Sally Miller, Bull Calf, and the Clark's Colt, two-mile heats, for a premium of $200, which was taken by Sally Miller.

Time, 1st heat, 5m. 26s.—2d heat, 5m. 23s.

On the 21st, the day following, Top entered with seven horses, to trot three-mile heats, for a premium of $300. On this occasion, Top took the second heat, distancing Columbus in 8m. 19s. and worked the winning horse very closely in the third and fourth heats, both of which he lost by only a few feet.

On the 29th of October, at the Central Course, Baltimore, he won a purse of $250, three-mile heats—winning the first and

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third heats; second heat taken by Dread. The other horses entered were Collector, Spot, Chancellor and Terror.

Top is a fine, clean-limbed, well-looking bay, about fifteen hands high, and his movement is sure, though easy. Every visitor to the Hunting Park Course is well acquainted with him, and all, as we remarked before, are attached to him. It is said that upon one occasion, a match trot was formed in some part of New Jersey, neither of the horses being known to the adverse parties, and when the animals were brought upon the ground, a small boy, who had visited Philadelphia, after looking closely for some minutes at the frame and movements of one of them, exclaimed, with a burst of admiration, "By G—d, Old Top."—Upon inquiry, it was found to be so, and the trot was declined.

A few days only before the fall meeting, described above, on the Hunting Park Course, the noted old trotter, Screwdriver, finished his career, and his obituary is thus registered in the American Farmer;—

"*The emperor of horses is no more. Screwdriver is dead.* He died suddenly on Sunday, October 19, 1828, in his training stable at Philadelphia. This is the noble animal that trotted and won at Philadelphia the silver cup and $300, on the 15th of May last, beating Betsey Baker and Topgallant. On the 7th inst. he won the $300 purse on Long Island, and was intended for the $300 purse to be trotted for on Tuesday, the 21st inst., at Philadelphia. He was considered the best trotter ever known in this or any other country, of a fine figure and excellent temper. He was the property of J. P. Brown, of this city."—*Phil. Paper.*

In September of the following year, 1829, the publication of the American Turf Register was commenced, and in its second number are the following notices;—

"On September 7th, at half-past four o'clock, a race was run on the Long Island Course, for a purse of $500, by the celebrated horses Bowery Boy and Stranger. The distance was two-mile heats. The first heat was racked, in 5m. 04½s.; the second in 5m. 07s. Both heats were won by Bowery Boy; the first with ease; the second by a short distance. At a former race, Stranger was the winning horse."

"The New York and Long Island Trotting Club announce

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to the public, that their trotting and pacing sports commence on the 3d, 5th, and 7th days of October, on the trotting course on Long Island, at three o'clock, P. M. Each day's purse will consist of $200. The first, for horses under the saddle, carrying 145 lbs., three-mile heats; the second, in harness, carrying 145 lbs., three-mile heats, and the third, for pacers, rackers and trotters, carrying a feather."

"LONG ISLAND TROTTING COURSE.

'An interesting and extraordinary trot took place on the Long Island Trotting Course, before a large concourse of people. The purse was contended for by Topgallant, Columbus, Comet, Spot, and William. Columbus was declared the winner of the first heat; the second and third heats were won by Topgallant, who with difficulty was successful in winning the third heat from Comet.

	min.	sec.
"First heat, 3 miles	8	20
"Second "	8	11
"Third "	8	14

"On the same course, at 3 P. M., a racking match took place between Bowery Boy, Fireaway, and Stranger, the last winning the match in two heats. The first was well contested, Fireaway and Stranger coming in almost neck and neck. On the second, all three were nearly lapped at its termination. The race-course was in good order, and an immense number of persons were on the ground.

"PHILADELPHIA HUNTING PARK COURSE.

"The following is a statement of the result of the trotting on this course;—

"Wednesday, October 14. Two-mile heats.

"Lady Jackson,	1	1
"Lady Childers,	2	2
"Collector,	dist.	

"Time, 5m. 36s.—5m. 41s.

"All Philadelphia horses."

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"Same day. Four-mile heats, in harness.

"Sir Peter,	1	1
"Whalebone,	1	2

"Time, 11m. 23s.—Second, 11m. 27s.

"The winner is a New York horse. Whalebone is owned in Philadelphia.

"Thursday, October 15. Four-mile heats.

"Topgallant,	1	0	2	1
"Whalebone,	2	0	1	2
"A gray from New York,	3	0	drawn	
"Ephraim Smooth,	dist.			

"No time kept.

"This was one of the handsomest trots ever seen on this course. Ephraim Smooth, however, after contesting the first two miles of the first heat, side by side with Topgallant, lost a shoe and was distanced. Whalebone was side by side with Topgallant nearly throughout the three other heats, winning one. The second heat was drawn, there being some complaints of foul riding by Topgallant's rider, who came out ahead." I suppose this should read *against* Topgallant's rider, as, if he won the heat, he would hardly complain.

The time of the three-mile heats has been brought as low as 7m. 32½s. by Dutchman, in 1839, and 7m. 40½s. by Lady Suffolk, in 1841, under the saddle; and as low as 7m. 41s. by Dutchman, and 7m. 53s. by Ripton, in harness, in 1839 and 1848. Pet and Kemble Jackson have done it in wagons as low as 8m. 1s. and 8m. 3s., respectively. So that horseflesh has shown its progress, in these events against time, as victoriously in this, as in any other branch of sporting.

As of three-mile heats, so it may be said of two, that pace has again gained upon time. Flora Temple and Lady Suffolk have reduced it to 4m. 57s., and 4m. 59s. respectively, and many have done it in a few seconds over five minutes, even in second heats, and in harness.

At four-mile heats there has been less improvement than at any other distance. Dutchman has done it in 11m. 19s., 10m. 51s., and Lady Suffolk in 11m. 15s., 11m. 34s. Otherwise there has been no gain on Sir Peter's time. In fact, of late years, three and four-mile heats have lost their popularity.

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It appears by a letter from the American correspondent of the English Sporting Magazine, published in August, 1829, and quoted in the November number of the American Turf Register, that "Topgallant, Whalebone, Sir Peter, Trouble and Shakespeare, were got by Hambletonian; that Betsey Baker was by Mambrino; Screwdriver, dam, Bull by Mount Holly; Rattler by an imported English horse out of a Canadian mare, and Tom Thumb a Narragansett, an excellent breed of trotters, but their origin unknown."

This is peculiarly worthy of remark, as I have not elsewhere seen any notice of the pedigrees of these animals; and this is generally likely to be correct, as written probably by an Englishman for an English periodical, who would naturally strive to obtain accuracy on a point likely to create so much attention as the origin of this new race of extraordinary trotters was sure to do in the English sporting circles.

There are two Hambletonians in the Stud Book, one by Sir Archy out of Bellona, a Carolinian horse; the other by imported Messenger, out of a southern mare.

It is of course the latter horse, which is the sire of these trotters, as he is known to have served many common mares, and it is claimed that the Morgans have some of his blood.

The trotting stallion Mambrino was by Messenger, and must not be confounded with the racehorse by American Eclipse.

Mambrino was owned in Philadelphia. There is some blunder here as to *Bull*, who could not well be any one's dam, and I cannot find how Mount Holly was bred, though I believe he was by Mambrino. Nothing, probably, is known of the sire of Rattler, but the chances are that he was a well-bred horse.

The statement that Tom Thumb was a Narragansett, I take to be an error, from confounding the breed of pacers with that of trotters, natural enough to an Englishman, to whom both were strange.

I have often seen the horse, which had not the slightest resemblance to the Narragansetts, either in shape or color, but closely resembled an Indian pony of the Canadian type.

In this same year, it appears that a Trotting Club was established at Baltimore—I believe on what has been known since as the Kendal Course—and, since that time trotting has continued

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to advance and to gain popularity, until at the present day, there is scarcely a State in the Union, North, East, or West—the South being devoted almost exclusively to running horses—except that in which I write these lines, and which, in every thing pertaining to either physical or mental cultivation, is at least half a century behind the rest of the American World—that does not possess a number of arenas for the trial and exhibition of the speed of its trotting horses.

It is a little singular that New Jerseymen, who are so much addicted to levying taxes on all who are so unfortunate as to enter their borders, should be willing, in this instance, to pay a tax to Long Island every time they want to test the power of their nags, and thus to let a dollar or two escape, which might have been kept within the limits of the State, had they a trotting course of their own. In this instance, however, the two ruling qualities are pitted against each other—narrow fanaticism and love of money-getting; and, for once, the former wins. Bigotry, for the most part, triumphs over all beside, but yields at once to the more potent adoration for the dollar.

The first trotting on the new Baltimore Course is thus recorded, in the May number of the American Turf Register of 1830:—

"GREAT TROTTING.

"Two trotting matches against time came off on the Canton Course on Thursday last. The first for $1,000, that Lady Kate, a bay mare, fifteen hands high, could not do fifteen miles within the hour. The bet was won by the mare doing sixteen, in beautiful style, in 56m. 13s., having 3m. 47s. to spare; she could have done seventeen with ease. Each mile was done in the following time.

"1st mile, 3m. 41s.—2d, 3m. 24s.—3d, 3m. 23s.—4th, 3m. 20s.—5th, 3m. 30.—6th, 3m. 30s.—7th, 3m. 28s.—8th, 3m. 28s.—9th, 3m. 59s.*—10th, 3m. 42s.—11th, 3m. 42s.—12th, 3m. 28s.—13th, 3m. 28s.—14th, 3m. 26s.—15th, 3m. 25s.—16th, 3m. 19s. Total, 56m. 33s.

"The money being staked with the judges, and paid to Mr.

* "In this round, the rider was changed for a lighter one, and the mare was refreshed by sponging her mouth, nostrils, &c., with strong wine and water."

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Duffy, the owner of the mare, another bet was made of $300, that a b. g. Paul Pry, could not go thirteen miles within the hour. Mr. Duffy compounded to ride him seven miles, with privilege of a catch rider for the remainder of the distance. He, however, rode the whole distance, riding, we should judge, 145 pounds, and did it in 53m. 27s., having 6m. 33s. to spare. First mile, 3m. 55s.—2d, 3m. 58s.—3d, 4m. 2s.—4th, 4m. 3s.—5th, 4m. 10s.—6th, 4m. 30s.—7th, 4m. 5s.—8th, 4m. 7s.—9th, 4m. 13s.—10th, 4m. 12s.—11th, 4m. 18s.—12th, 4m. 18s.—13th, 4m. 12s. Total, 53m. 27s. The course is a measured mile.

I shall close my account of this year's performances on the trotting turf by the following match on the—

"LONG ISLAND TROTTING COURSE.

"Match between Whalebone and Jerry, or the Clark Colt—three-mile heats, for $500.

"Jerry,	1	1
"Whalebone,	2	2

"Time, first heat, 8m. 23s.; second heat, 8m. 15s.

"The first heat was won easily by Jerry, and Whalebone was very nearly distanced. Jerry's appearance was fine, but by some considered rather too fleshy. Whalebone was, on the contrary, very thin, and very much tucked up, and the horse without his usual courage—there being little doubt that he had gone through too severe training. The second and third miles of the second heat were done in 2m. 42s. by Jerry, which is about as fast as either mile in a second heat has been trotted.

"*New York*, *May* 11, 1830."

I have thus far briefly brought down the history of American Trotting, from its very first commencement to the close of the year 1829, and spring of 1830, after which it may be considered as a thoroughly established sport, constantly increasing in popularity until the present day. Henceforth, therefore, it will be impossible, within the limits of this work, to attempt giving a continuous record even of all the regular constituted Spring and Autumn meetings on all the established trotting or pacing courses, much less of all the matches made and won over the whole country. To do so would require the whole space of two

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larger volumes than these, within which I have to confine my entire subject.

From this time forward, therefore, the course which I shall adopt, is to mention briefly the most distinguished horses which have succeeded one another, in the succession of years, describing shortly the races which have exhibited any very decided improvement in point of time, so as to mark the progressive advance of speed and the gain of power and pace, as well as of courage, in the animal, year after year.

In connection with this, I shall note the establishment of such new courses as have tended to the improvement of the horse, and shall dwell something at length on the pedigrees—where in any sort attainable—the characteristics and performances of the extraordinary animals, which have manifested of late years such surpassing powers on the trotting-turf, and in the result have rendered this, during the latter quarter of the nineteenth century, pre-eminently the popular amusement of American horsemen.

During the year 1830, Topgallant, Whalebone, and Sweetbrier continued to keep at the top of the crowd; Bull Calf, Buster, Comet, Terry, and Sir Peter being the most celebrated of their competitors, and running them pretty hard to preserve their laurels.

The best time, for two-mile heats, during this year, was 5m. 22s.—5m. 21s.; and for three miles, 8m. 26s.—8m. 27s.—8m. 41s.—8m. 56s.

Whalebone and Sweetbrier did six miles in 18m. 52s., the course being heavy, and the horses being backed to make the distance inside of 17m. Time, however, for once proved the victor. On the 12th of February, 1831, "the Maine Association for Improvement in the Breed of Horses," was set on foot by some of the most distinguished and influential gentlemen of that State, with power, also, to hold fairs, exhibitions, and trials of speed and power.

I am not aware, however, that much was accomplished in that State, in the trotting line, until recently—a trotting course being now in the full tide of success at Bangor, whereas, if I am not in error, none existed in the State some twelve or thirteen years since.

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In this year also two animals made their renown on the trotting turf, whose contests continued nearly as long, and excited as much interest among the sporting world as the more recent antagonism between Lady Suffolk, Americus, and James K. Polk, and, at the present day, of Flora Temple, Tacony, and Lancet, and which were in their day considered as wonderful paragons of horseflesh, as are the favorites, *unrivalled* until they, too, shall be surpassed in the progress of events, of yesterday and to-day. These were Sally Miller and Columbus, who instantly took their place at the head of the list, the mare putting old Topgallant up to 5m. 21s., in order to beat her at two-mile heats; and Columbus doing four miles in 8m. 07s., and Cato the same distance in the then best time of 8m. 02s., neither of which, by the way, has since been so often beaten, as to be even now regarded ordinary going.

The same year appeared Cato, Tyro, Lady Victory, and Paul Pry, the latter of whom proved himself a very gallant and indomitable horse; though shortly afterward falling into the hands of that "fine old *Scottish* gentleman," William McLeod of New York, he was not regularly on the turf, though in private matches he was often admirably handled by his noble owner. On this occasion he ran ill, being, it is said, overtrained, and farther displaying unmanageable temper. If this be so, he soon got over that defect; for though a hard puller, and very high strung and full of spirit, he was a perfectly kind and docile animal, as I can surely testify, having both ridden and driven him many a mile, in happy days bygone, which can no more return.

Besides these, Moonshine, Dred, Collector and Chancellor trotted this year with great credit; and Chancellor, having accomplished the then unparalleled feat of trotting thirty-two times around the Hunting Course track, which, measured on the saddle track, is fifty feet over the mile in circumference, in 1h. 58m. 31s., challenged Whalebone to the same feat against time.

This, going in a sulky, and thereby losing a considerable advantage, Whalebone accomplished in 1h. 55m., beating Collector's time under the saddle, by 3m. 31s.

In the following year, 1832, the same horses kept the game going, but with no decided gain of time, or increase of speed.

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It is remarkable, indeed, that the chef d'œuvre of this year was a trot in England, although made by an American horse, "Rattler," which had been purchased by that well-known sportsman, George Osbaldeston.

This was a match against a celebrated English horse of the day, "Driver," to trot thirty-four miles under the saddle, Osbaldeston riding Rattler, himself, 11 stone, or 154 pounds, against 9 stone, 126 pounds—a monstrous advantage in such a performance. The distance was made in 2h. 18m. 56s., Rattler coming out easily the winner.

Unfortunately, no weight is recorded of the time-match of Whalebone just recorded, which renders it impossible to judge of the comparative performances of the animals.

Osbaldeston's time is a fraction over 4m. to every mile, and when the weight he carried is taken into consideration, it cannot be regarded other than a creditable performance, even when we think of Trustee's and Lady Fulton's twenty miles respectively in 59m. 35½s. and 59m. 55s., the rather that it was done over a common road, by unprofessional riders, and under the disadvantage of being compelled to turn back in case of a break, according to the English rule.

In this year also Sally Miller made the best time which had as yet been accomplished under the saddle, 2.37—2.37½—and on another occasion distanced Columbus, her great competitor, in 2.39, leaving her, for the time being, the victress of the age, and supposed to be invincible on the Turf.

In 1833, the spring passed without any trots of especial moment, but on the eighth day of November, Mr. Wm. McLeod's gr. g. Paul Pry, 9 years old, was backed to do 17¾ miles within the hour, over the Long Island Trotting Course, and not only won his match with the greatest ease, but went eighteen times round, being in all 18 miles and 36 yards, in 58m. 52s. He is said to have done it without the least difficulty or fatigue; and it is to be remembered that up to that day, the nearest approach to his time was Jerry's 17 miles in 58m. under the saddle, and Bellfounder's—the English trotting stallion—17½ miles within the hour.

The following is the time, taken up in going each mile.

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	min.	sec.		min.	sec.
1st mile,	3	18	10th mile, including stop,	4	1
2d "	3	16	11th "	3	7
3d "	3	17	12th "	3	2
4th "	3	09	13th "	3	20
5th "	3	18	14th "	3	16
6th "	3	14	15th "	3	11
7th "	3	19	16th "	3	9
8th "	3	17	17th "	3	7
9th "	3	18	18th "	3	8

He was ridden by a boy named Hiram Woodruff, weighing 138 pounds, in beautiful style and with great judgment. Judges were placed at each quarter-mile from that which was the last of the sixteen to the end, by those who had bets thereon. Paul Pry is now nine years old; he was bred on Long Island, and got by Mount Holly, dam by Hambletonian.

New York Sporting Magazine.

It is not a little curious to hear the great trotting rider and driver, whose fame is as widely spread beyond the Atlantic as here at home, spoken of as "a boy named Hiram Woodruff," but it is believed that this was one of his first steps toward celebrity, although he comes of a family who are all horsemen.

A few days later on the Eagle Course at Trenton, Sally Miller beat Columbus and distanced Screwdriver, the second of that name—the time not given; and Edwin Forrest, this being his first appearance, and the first earnest of his great after performances, beat Columbus, Lady Clay, Gipsy, and Lady Jackson, in 2.40½—2.37—2.43—2.40.

In the same month, at the Hunting Park Course, Sally Miller beat Gipsy and Lady, the best three in five, in her usual time, about 2.37; and on the following day Columbus beat Dread in 5.28—5.47; track very heavy. Neither weights nor ages reported.

On the Harlem, New York, Trotting Park, in December following, there was some fair trotting between Rip Van Winkle, Crazy Jane, and Comet, Confidence, Marshal Blucher, and Edwin Forrest, and on the last day between Charlotte Temple, Modesty, and Major Jack Downing, Collector being withdrawn as a first-rate horse, the purse being offered only for second rates.

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On the day after the meeting, however, there was "a trotting match under the saddle, for a purse of $200, three-mile heats, deserving of especial notice, for the unexampled speed in which it was performed. The horses entered were Columbus, Confidence, and Charlotte Temple, and they came in as follows;—

Columbus,	1	2	1
Charlotte Temple,	2	1	2
Confidence,	dist.		

Time, 7.45; 7.42; 7.49.

"The course is forty four yards short of a mile, and the time was therefore for three full miles, 7m. 57s.; 7m. 54s.; 8.m. 1s.

"Which time has never been made before in a trotting match in any part of the world. The course is, it is well known, a heavy one; has a bad hill and a short turn.

"Betting, on starting, was any odds on Columbus against the field. On the first heat, Columbus was led by both the horses for the first two miles, he then passed them easily. On the second heat, Charlotte Temple was, for the first mile, more than a distance ahead, owing to Columbus having broke on rising the hill. On the second mile, he gained a little, and on coming out was about six lengths behind, the mare a good deal distressed. On the third heat, Columbus lay behind, and the mare led him for the first mile and three-quarters sixty or seventy yards. He did not make a push till he entered on the third mile, and then he passed her, on the first quarter afterwards. The course was well attended."—*New York Courier.*

"1834.—A match came off on Friday, May 9th, for $1,000, h. f. mile heats, between Sally Miller, of celebrated memory, and Edwin Forrest, who had his laurels yet to win. They got off well together, and kept head and head for about two-thirds of a mile, when Sally Miller broke, and was left by her antagonist some distance in the rear—Edwin Forrest trotting his mile in the unprecedented time of 2m. 31½s.

"On the second heat, the start was again good, although the judge did not tap the drum until both horses had got past the starting post—again they kept together for some distance around, when the horse unceremoniously left the lady in the lurch, and came in under a hard pull, beating the mare very easily.—Time, 2.32.

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"This I consider the greatest trot on record, particularly when the length of the course is taken into consideration, which is, by a surveyor's certificate, one mile and ten yards. The owners of the horse, directly after the match, offered to stake $1,000 to $500 that the horse could trot around the course that afternoon in 2m. 30s.

"Yours truly, A. M. G. B."

From Skinner's Turf Register, vol v. No. 11.

In 1835, the sport of trotting became more and more popular, and there was scarce a gentleman in New York, who did not own one or two fast horses. Matches were daily ridden or driven on the Third Avenue, from Bradshaw's at Harlem, to the Bull's Head in, or for shorter distances on the same road, as well as on the Harlem and Centreville courses, by gentlemen amateurs and riders. Indeed, at this time the trotting-horse department was as completely in the hands of gentlemen sportsmen, as the turf proper. Among the patrons of this noble sport, then in its infancy, I can name now, without fear of wounding any prejudice, personal friends of my own, half the leading young gentlemen of the city at that day, who all drove their own teams, and many of them with skill scarcely, if at all, inferior to the professionals. A few of these were the late lamented Hamilton Wilkes, whose black four-in-hand, all mares, which could trot their mile all-together inside of three minutes, were the admiration of the avenue; William McLeod, with Paul Pry, and Tantrum Bobus and Bull-in-the-Woods, the latter a pair of smashing bays, good for 2.40 together; George Wilson, also, like the two fine sportsmen and gentlemen I have last named, long since departed—with Jerry and Blackbird; Mr. William Laight, with an admirable pair of gray mares; Mr. De Brosses Hunter, with a spanking bay four-in-hand; Mr. Coster with Fanny Pullen, the mother of the incomparable Trustee; Mr. James Valentine with Beppo; Mr. James Bradhurst with Yankee Doodle; Mr. Peter Barker with Dutchman; Mr. Neill with Awful; these, and a hundred others, whom one might easily enumerate, were, in this and a few succeeding years, as successive cracks arose in succession, the men, as justly celebrated as promoters of roadsters, the men who as successfully

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advanced the interests of their country, by the advocacy of this newly-risen sport, and gradually improving race of animals, as the distinguished gentlemen to whom I have alluded in another place, as the true patrons of the turf.

During this year, Edwin Forrest ruled the roast, challenging any horse in the world to contend with him at four-mile heats, for any sum, from $5,000 to $10,000, without finding a taker.

In the spring, at Centreville, Rolla, a new horse, beat old Columbus, three-mile heats, in 8.13—8.05—8.07, which was at that time considered very fair, not to say *good* going, never having been much outdone, except by Columbus himself, though soon to be reduced so low down as the sevens with a fraction.

In July, Blackbird, of whom I have spoken above, as one of Mr. George Wilson's pair, shortly afterwards made his debut, as a green one from Maine, and beat Richard III. and Master Burke, mile heats, best three in five, in three straight heats; 2.55.—2.55.—2.54.

I may here add, that the Blackbird was the first *fast* trotting-horse over whose back I put my leg; and that he and his mate, Jerry—a little the larger of the two, both being considerably under 15 hands, formed the prettiest, pleasantest, most gentlemanly-looking, and a long way short of being the *slowest*, pair of pony trotting-horses I ever saw in the hands of a private gentleman.

Many things have passed since those days; many changes have rolled over the great city, which has been trebled in size, in population, in wealth, in commerce, and in luxury; and I see but few, around me, who remember the things that then were, as they were. Many a good and gallant heart is cold, which would, I sometimes imagine, feel strangely and at a loss, if it were informed again by the warm life-blood, and brought back to revisit the places which it would no longer recognize. And though I abhor the character of a croaker, and would shun, above almost all things, to believe myself a mere *laudator temporis acti*, regret I must those old times, as fuller far of manhood, of reality, of truth, as heartier and healthier, and in every way more generous and human, than the new days of effeminacy and flippancy, of womanish luxuries and unmanly vices,

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into which the rising generation of the present day is sinking, as if into a sty, softer and loathlier than that of Epicurus.

But to resume, for this is not the place for such bootless retrospection, a remarkable match against time was made that year, by a horse never trained, " Black Joke," driven by a man weighing 175 lbs., his owner, apart from the weight of his wagon, to do fifty miles in four hours in harness. This he accomplished easily, with three minutes to spare, not in the least distressed, doing the first 12 miles in one hour, the second 12 miles in 1 hour, the third 13 miles in 1 hour, the fourth 13 miles in 57 minutes. He stopped three times to be sponged and to catch his wind, but it is worthy of remark, that he kept gaining on time, the more, the farther he went against it. One could hardly esteem the driving judicious, although it proved successful.

In August, Fire King and Modesty made mile heats in 2.43; 2.41; 2.39; which is recorded as good, it being considered that, at whatever age, they carried 145 lbs.

Samson and Rattler made two-mile heats in 5.38; 5.48; 5.99; nothing farther worthy of record occurring in the rest of that season, except that Modesty crowned the year by doing two miles under the saddle in 5.25; 5.19; 5.21, the best as yet on record.

The year 1836 was remarkable for the appearance of two very remarkable animals, one of which in his own time, and in all time at long distances, has never been surpassed, I mean Dutchman and Awful.

Than these animals, which were for a time rivals and competitors, no two creatures could be more dissimilar, either in shape, action, style of going, general show, or blood.

That they both were—as cannot be denied—although in very different degrees, exceedingly superior trotters, goes far to prove that, whatever may be the case with race-horses, trotters can come of all sort of stocks, and go in all sort of forms.

Dutchman was seen somewhere or other in Pennsylvania, by Mr. Peter G. Barker, trampling clay in a brickyard, nothing whatever being known of his pedigree. What Mr. Barker could have seen, or heard about the horse, is not easily imagin-

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able. He was a great, coarse, ugly, brown horse, with a short hogneck, a fearful borer when going, with his head down, and his neck thrust obstinately out before him, and was in all respects about the most ungainly goer, and the most unpleasant horse to drive, I ever sat behind.

He could go the pace, however, at a long boring stroke; was very honest, and had any amount of bottom and endurance required. At all events, out of the brickyard Mr. Barker bought him, and the beast—for a beast he was in all respects, except to make money of him—did him good service; and, what is strange to tell, the master and the horse finished their career, a good fellow and a good animal, within a few days one of the other.

Awful, on the other hand, was a tall, spiry, dashing, blood-looking bright bay, with, I think, a white star; a very upstanding sort of horse, with a curious style of high sprawling action, and a peculiar bouncing way of going from side to side.

He was a very queer-tempered horse, easily scared, and, when alarmed, violent and headlong; but he had a great turn of speed, fair endurance, and was for a time supposed to be *the phenomenon.* But he could not live up to his early show, among such horses as Forrest and Dutchman, not to speak of others, Lady Suffolk among the rest—although the Lady was as yet but in her gristle, and Bryan, her owner and trainer—who never was like to set the Hudson on fire—was in his most verdant greenness.

Still he must not be undervalued, for he was a great good horse, not very far from being quite the best of his day, and that day not a day to be in any sort disparaged.

He was bred by Mr. Thomas Laird of Monmouth Co., N. J., the famous trainer, and was got by "American Boy" out of an "Expedition" mare, said to be thoroughbred.

It is said in the "Spirit of the Times" of this year, that "Awful and Paul Pry are the only thoroughbred horses on the trotting turf."

Whether "Awful" actually was so, I cannot say; but he had all the appearance of being so, and such he was generally reported in his day. As to "Paul Pry," I *know*, from the best authority, his owner, with whom I have frequently conversed

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on that very point, that he could *not* be *proved* thoroughbred He was by Mount Holly, dam by Hambletonian.

Of the sportsmen of this year, in his introduction to the events of the July meeting on the Harlem Trotting Course, the Editor of the "Spirit of the Times" writes as follows;—

"One would suppose that the excessive heat of the weather would put an end, for the present, to trials of bits of blood on the trotting course; but that such is not the fact will be proved by the annexed report of several capital trotting matches, within the last few weeks.

"Many of our country readers may not be aware that a fondness for fast cattle is a passion among our whips, and that we have some odd hundred roadsters belonging to private gentlemen, who can trot their mile in harness under three minutes, that we have sixty who can perform that distance in 2.40, and more than one that can do it under 2.30.

"Edwin Forrest, now owned in Philadelphia, has been matched against time to trot his mile under the saddle in 2.28; and it is currently believed that on the day he received forfeit from Confidence, last fall, he trotted a mile half a second within that time, over the Hunting Park Course—a feat unparalleled in the annals of the turf.

"Every pleasant afternoon, the Third Avenue—a superb macadamized road, extending from Broadway to Harlem—is covered with crack nags and amateurs in horseflesh; and dozens of private matches are the consequence. As these are of a personal nature, made up between friends, and as the horses themselves are as well known on the road, as are their owners in society, we have not felt ourselves at liberty to chronicle their results, nor to allude to them, except in general terms, though they frequently create a great sensation in sporting circles."

The events worthy of notice in this year are—

Harlem Trotting Course, July 28, 2 miles in harness. John Tyler, Papa, Maria Monk, Rienzi,—5.55; 6.10; 6.04.

This trot is only worth recording, from the curious fact, that, by the rules, *all* the horses were distanced—Rienzi and Tyler for foul riding, Maria Monk for bolting the course, and Papa's rider for dismounting before reaching the stand.

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Lazarus, Rienzi and Maria Monk, two miles, 5.45, 5.46, 5.46.
Modesty and Beppo, saddle, " " 5.42, 5.39.
Rolla, Maria Monk and Job Fox, saddle,
two miles, 5.37, 5.38.

Shortly afterward Dutchman, on his first appearance, made, under the saddle, a mile in 2.33
in harness, ... 2.35
Awful, under saddle, did two miles in . 5.28 5.21½
Don Juan, " " " " . 5.17 5.14
Henry, in harness, " " " . . 5.20 5.28

Dutchman also made four miles, under the saddle, in the extraordinary time of 11m. 19s., 10m. 51s., which time, to this day, never has been beaten, no other heat—much less *second* heat—having been done within the e'even minutes.

Don Juan's two-mile time this year is five seconds the best yet on record, and Awful's, though 2½ seconds worse than Modesty's, of last year, was great for a green horse.

The year 1837 opened by a very remarkable and game match, Dolly, by Messenger, out of a thoroughbred mare—therefore, if the last be correct, herself thoroughbred—being backed to go five miles in 17m. 30s., with two persons weighing 300 pounds, in a wagon.

This feat the gallant little mare performed with ease in 16m. 45s., the driver and his comrade being ten pounds over weight, or 310 pounds; when, some remarks being made derogatory to her endurance, a second match was made that she would start on the instant, and do ten miles farther at the same rate, viz. in 35 minutes, which she also won handily in 34m. 07s.

The year 1837 is farther remarkable for the opening of a trotting course at Mobile, Alabama, the first, it is believed, within the Southern States, where galloping horses have always been, and are to this day, preferred to trotters. The horses were importations from New York, Rolla, Onondaga chief, and others. The time made was of no account, but the fact is worthy of remembrance, as connected with the increase and popularity of the sport.

Awful, this season, beat the famous old horse Screwdriver, said to be fourteen years of age, in 8.23—8.16½, three-mile heats, but shortly afterward, the greatest time as yet recorded was made

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over the Centreville Course, by Daniel D. Tompkins, beating Rattler, under the saddle. Three-mile heats, 7.59—8.09, under the saddle. This match was trotted October 5, 1837.

It is with disgust and regret, that I record one of those pieces of atrocious cruelty, which disgrace humanity, cast a deserved stigma on the Trotting Turf, and bring all sportsmen more or less into infamous odor with right-thinking men—a long match against time, in which a game and gallant animal was barbarously overmarked, forced to continue under distress, and, of course, slaughtered.

Mischief, by Mount Holly, out of a Messenger mare, was backed by her owner, Mr. Charles Siberg, a livery keeper in New York, to go along the post road from Jersey City to the Front street bridge in Philadelphia, a distance of ninety miles, more or less—a desperately severe sandy road most of the way—in ten hours.

At the end of the tenth mile, the mare began scouring, which was, of course, reason enough why she should have been instantly pulled up. It was on the first of July, one of the hottest days ever experienced. I personally remember it well, for I was out woodcock shooting in Orange County, where no game laws then were, and, before twelve o'clock, both dogs and men were so totally beat, that we had to give it up and return to the house. At the end of the eightieth mile, she showed much distress and became very restive, a thing entirely out of her character, but was still kept at it, until when about five and three-quarters of a mile from home, having an hour and twenty-eight minutes in which to go that distance, her distress had increased to such a degree that it was found necessary to stop her, take her out of harness, and give her a short rest in a stable.

"*It then became evident that she had burst a diminutive blood-vessel.*" I quote from the "Spirit of the Times." "*This fact, however, did not excite much alarm, and no fears were entertained of the successful accomplishment of the match!*"

Hereupon, by way of relieving her, some person dashed a bucketfull of cold water over the loins of the mare, profusely perspiring, and of course thoroughly collapsed, and, as any one, not a born fool, would have known must be the result, the mare was dead in ten minutes.

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It is said that the owner had no hand in the last act of the tragedy. Whether he had or no, matters not one iota—*that* was an act of stupidity only, not of atrocity. The persisting, after the mare showed severe distress, and the damning barbarity of proposing to renew the effort, when the mare was known to have burst a blood-vessel, already, through her terrible exertions on that truly terrible day, was the *crime*.

How much Mr. Siberg felt, one can judge by the fact, that within a week of the deed, he publicly challenged a bet that he would accomplish the same match in the following September in *nine hours*.

It is not too much to say that the drive of ninety miles over the Philadelphia post road, on that July day, was a far greater feat than the drive of a hundred over a course in the same time; and that to do the same in nine hours would have been a far greater feat that what was performed by either Fanny Murray, Fanny Jenks, or Kate, each of whom did a hundred miles some seconds within the time.

I wish sincerely that there was an act for compelling such men, as make these matches, to run for nine hours, themselves, in the shafts even of an empty sulky, through a July day, with a good stiff jockey whip in a willing hand behind them, to make them show their pluck and ability to stay a distance, under punishment, and that hand mine!

All these long matches against time are useless, cruel, derogatory to the turf, disgraceful to humanity.

They are never accomplished—whether the horse be urged beyond its powers by the torture of the whip, or only by the incitement of its own high courage and emulation, which, every horseman knows, will spur a well-bred animal to die, rather than to give in—without great present distress of the creature, great risk of its dying in the trial—and, in nine cases out of ten, its serious and permanent injury and deterioration, even if it win the match, and appear to win without distress.

In my judgment, all such matches should be prohibited by law, at *real* penalties; and the death of the animal matched should be visited on its butcher, as a high misdemeanor.

They have nothing to do with sport—no connection with the true spirit of the turf—no possible influence on the breeding, or

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improving the breed, of horses—no effect in testing any thing, unless it be how far the rapacious cruelty of man will drive him, in tormenting the noblest of animals; and how far the spirit of the animal can be made to strive toward the performance of what is physically impossible, under obedience to the man's sordid lust of lucre.

It is never the educated man, the true turfman, the breeder, the lover, the friend of the valuable animal which he owns, and in whose vigor and beauty, no less than in whose triumphs he rejoices, that is concerned in such cruelties as this; and it is rarely indeed, I am happy to say, on a course of any kind, that they are accomplished.

Nine times out of ten such matches are made up by the lowest of the low—the hangers-on and outsiders of the lowest stables—thimble-riggers, bonnets, and sporting men of the dog-fighting and bear-baiting order; and the object of them is, solely, to win money.

If the money to be won is larger than the value of the animal to be killed, killed it is—with as little remorse as a company of grenadiers is sacrificed by a great general, that he may win a pitched battle, and finish a campaign at a blow.

It has been now ascertained that horses *can* do a hundred miles within ten hours; and if *one* horse can, then others can; and we may be sure that the best bred, the fleetest, the gamest of spirit, and the stoutest of muscle and bone, are those which will accomplish it; if there be need and cause, for life or death, why it must be accomplished.

Of one thing, at least, one may rest very certain—that a horse which has once done it will rarely if ever do it again; and that to all serviceable purposes, it is, and ever will be, a damaged and inferior creature in all time to come.

For the benefit of the good souls who stand aghast at the idea of fast horses, who regard speed as immoral, and a fast horse as a delusion and a snare, let it be known, that *pace*, although it be technically said to *kill*, never yet was known to kill any thing, at short distances; but must be combined with time and distance, before it can inflict torture and death! Let it be known, that ninety-nine horses have been driven to death, or decrepitude, at a very slow pace, far below a mile in four

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minutes, unduly protracted, where one has been even slightly injured at top speed! Let it be known, lastly, that probably more noble animals have been irremediably ruined and destroyed by hauling at dead weights, on a foot's pace, beyond their ability to move, than in all the time matches that have ever been run, be they long or short, fast or slow!

Having discharged my mind, however, I proceed to the record. The year 1838 is celebrated for several events worthy of long remembrance on the trotting turf.

First, for the astonishing feats and challenges of Dutchman and Daniel D. Tompkins; and, second, for the appearance of Lady Suffolk on the turf, of which she was for so many years to be the brightest ornament.

The gray mare was not very successful at first, and it seems to have been the general opinion that she was ill-trained and badly handled by her owner, D. Bryan.

She was beaten by Black Hawk—not the Stallion—and Apollo, in indifferent time; then won a trot of two-mile heats, under the saddle, for animals never winners of $100, beating Lady Victory, Black Hawk, Cato, and Sarah Paff, in two heats, 5.15—5.17.

On the Hunting Park Course in May, Daniel D. Tompkins beat Edwin Forrest four-mile heats. First heat, 8.07; second heat, Forrest distanced--first two miles done in 5.30.

This was a match for $10,000; and after winning it, Tompkins challenged any horse in the world to trot him three-mile heats, over the Hunting Park Course, at Philadelphia, for the sum of $1,000, without immediately finding a taker.

On the sixth day of October following, however, on the Beacon Course, New Jersey, Dutchman met Rattler three-mile heats, for $1,000, and the time was such as speedily to turn the tables; four heats were made, and the time was less remarkable, even, than the stoutness evinced by both competitors.

The match was under the saddle, weight, as ordered by the rules this year established at Centreville Course, 145 pounds each, and the result as follows.

Dutchman,	2	1	0	1
Rattler,	1	2	0	2

Time, 7.54½—7.50—8.02—8.24½.

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This is, by very much, the best time ever made up to that date; and immediately afterward appeared a challenge from Dutchman to trot any horse in the world three-mile heats over the Centreville Course, for $1,000 or $3,000. Should Edwin Forrest or Daniel D. Tompkins choose to enter, Dutchman will give $1,200 to $1,000, to induce them to come to the Island. No takers were found as yet, and it was well for them.

On the following day, Awful and Lady Suffolk contended in harness, at two-mile heats, over the same course.

Awful,	1	1
Suffolk,	2	2

Time, 5.28—5.12½.

Betting was 10 to 1 on Awful, but it is described by the "Spirit" as no disgrace to the mare to be beaten by the Phenomenon, "the rather that she had been fed six quarts of oats and a bundle of straw, before her match." Bryan had refused $3,500 for her, and she is spoken of as a *tip-top mare*, but the world is warned, not to throw away their money in backing her, as she will hardly do aught, but lose, under her present training and management.

The following are the rules adopted at the Centreville Course, and taken up, with some slight modifications of weight, by all the principal trotting courses and associations, as published in the "Spirit of the Times," Vol. viii., No. 10, in the spring of this year.

"RULES AND REGULATIONS OF THE CENTREVILLE COURSE, LONG ISLAND.

"RULE I. Every horse shall carry 145 lbs. that starts for a regular purse on this course.

"RULE II. Thirty minutes only shall be allowed between every heat.

"RULE III. No person shall be entitled to enter more than one horse for any one purse. No partnership or combination shall be permitted or deemed lawful. If, therefore, any horse shall win a purse, and it shall appear to the satisfaction of the judges, before the purse is paid, that such horse did trot in partnership with any other horse, the purse shall go to the fair owner, and the combined horses shall be deemed distanced.

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"RULE IV. A horse must win two clear heats to be entitled to the purse, unless he distances all the other horses in one heat, in which case he shall not be obliged to start again; but if three horses win each a heat, then those three, and those only, will be permitted to contend for a fourth heat; and such horses as are excluded by this rule shall be considered drawn, and not distanced; all bets, made on such horse being distanced, shall be drawn bets.

"RULE V. When the judges cannot determine between two horses, because of being equal, they, only, shall be permitted to start again; if the contest would have been determined by the winning of either horse for that heat.

"RULE VI. Riders shall not be permitted to cross, jostle, strike an adversary, or use any foul play whatsoever. For offending against this rule, the horse shall be deemed distanced.

"RULE VII. The proprietor may postpone for rain or bad weather, only; but no fresh entry of horses will be permitted.

"The distance shall be,—

"In four-mile heats . . .	320 yards.
"In three-mile heats . . .	240 "
"In two-mile heats . . .	160 "
"In one-mile heats	30 "

"RULE VIII. The horses entered will draw for the pole.

"RULE IX. The winning horses, for each day's regular purse, shall be excluded from contending for any other purse during the meeting.

"RULE X. If a rider or driver accidentally fall from his horse or sulky, and the horse is ridden in by any person of sufficient weight, he shall take the same place as if the accident had not happened, provided he goes back to where the rider or driver fell.

"RULE XI. No testimony shall be received concerning foul riding, &c., except by the judges; and all testimony so received shall be referred to the three judges, whose determination shall be final and conclusive in regard to all purses and bets.

"RULE XII. There shall be three judges in the starting stand, one in the distance stand, and one at each and every other stand appointed.

"RULE XIII. After each heat the riders are to come up to the

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pole, and not to dismount until ordered to do so by the judges; any rider, so disobeying, shall be precluded, on weighing, from the benefit of his saddle, whip, and two pounds allowance in lieu thereof; and if his bodily weight does not make the full weight required, the horse so rode shall be distanced.

"RULE XIV. In all cases relating to this association, and not provided for by these rules, the judges of the day will decide according to the best of their judgment, and their determination shall be final.

"RULE XV. No person shall be permitted to enter any horse for any purse, unless the owner of such horse shall first become a member.

"RULES WITH REGARD TO TROTTING.

"1. All bets are understood to relate to the purse, if nothing is said to the contrary.

"2. Where two horses are bet against each other for the purse, if each win a heat and neither is distanced, they are equal; but if one win a heat and the others do not, then the winner of the heat is best, unless he shall be distanced; in which case, the other, if he saved his distance, shall be deemed the best, and when both are distanced, they shall be, in all cases, deemed equal.

"3. When a bet is made upon a heat, the horse that comes to the ending post first shall be considered best, provided no circumstance shall cause him to be deemed distanced.

"4. A bet made upon a purse, or heat, is void if the horse does not start.

"5. All bets made *play or pay*, except between those who are the *bonâ fide* owners of the horses bet on, shall be deemed void, if the contest do not take place.

"FOUL RIDING.

"The foremost nag may trot from the pole to the middle of the track, or on the out edge. In the latter situation, should the rider of such foremost nag attempt, on his adversary pushing to pass him, to run his said adversary on the pole, or out of the

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track, it is foul riding; and should his adversary, in drawing up his nag to change sides, cut down the said foremost horse, or in any way injure him, it is not foul riding. Any rider running on the heels of any of the nags before him, in the opinion of the judges with the intention of cutting them down, is foul riding. Riders jostling, whipping each other, or each others' horses, is foul riding.

"No horse shall be allowed to take the purse, who shall not be deemed by the judges a fair trotting-horse, and shall, on coming out the first heat, be considered a distanced horse. Should any horse break from his trot, and gain by such *break*, twice the distance so gained shall be taken from him on coming out.

"The rules of the Centreville Course govern the trotting over the Harlem Park Course, New York City, and, with some modifications, that over the Eagle Course, Trenton, N. J., and the Hunting Park Course, Philadelphia. The weights carried, whether in harness or under the saddle, are the same for all ages or sexes. When in harness, the driver must make up the weight, that of the carriage not being considered. The Centreville and Harlem weight is 145 lbs., the Eagle, Trenton, 146 lbs., and the Hunting Park, 147 lbs."—*Spirit of the Times*, Vol. viii., No. 10.

At the end of this volume, will be found the rules of all the principal race courses and trotting courses of the different sections of the United States, as they exist at the present day, so that by reference to these it will be easy to ascertain what are the modifications which have taken place in the systems, in regard to each of these manly and interesting sports, from their first institution to their present advanced condition, and to perceive at a glance what are the terms to be complied with by those wishing to enter horses, to ride, or to bet, in connection with any of the regulated sports and events of the road and turf.

These early rules have been inserted here, as were those of the Hunting Park Course of a previous date, as connected with the history of the trotting turf from its inception.

The year, 1839, produced several trotting results of considerable interest. Dutchman, on the whole, maintaining his place at

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the head of the trotting turf, Awful, if any thing, rather declining, than advancing, on his former renown, and Lady Suffolk steadily increasing in favor, and rising toward the high position which she afterward so long and so nobly occupied, as the fleetest, stoutest, and most honest piece of horseflesh, that ever went on four shoes, until she at last departed from the scene of her triumphs.

At this period of her career, however, she was, it cannot be denied, somewhat uncertain, and was in all likelihood—as appears to have been the prevalent opinion—ill-managed by her owner, and not often at the top of her condition, when called upon to work.

This, indeed, is evident from the irregularity of her time in this present year—she who, when in her prime some years later, could be counted upon with certainty, almost to a second.

She opened the ball, this season, on the Beacon Course in the first Spring meeting, two-mile heats in wagons, in 5m. 21s., the horse drawn, the second heat.

A few days later, at the same meeting, she went two-mile heats, against Dutchman, under the saddle, the horse winning the two heats in 5.16—5.09.

This was, at that day, the fastest two miles that had been done; and has only in fact, since that, been beaten by Edwin Forrest, Lady Suffolk, and our present favorite, Flora Temple.

Although the gray mare was beaten, she made fine going, forced the horse up to his time, and, in fact, gained credit by the performance.

On the Centreville Course, during the same spring, Dutchman made in harness, two-mile heats in 5.11—5.16, the best two heats yet made in harness; and, since that time, beaten only by Lady Suffolk, Ripton, and Flora Temple.

The Lady beat Cato on the Centreville, in 5.39, the horse drawn the second heat; and Dutchman, in a three-mile match, distanced Awful, the first heat, in 7.41. This was the fastest three miles in harness then done, and only beat, since then, by Lady Suffolk.

In July, on the Beacon Course, Dutchman again beat Awful, three-mile heats in harness, in 8.18—7. 59, and one-mile heats, the best three in five, in 2.35—2.32—2.35.

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In the same month, at the Hunting Park Course, Philadelphia, Lady Suffolk was beaten by Lady Victory, two-mile heats, the best three in five, in 5.28—5.31—5.32—5.42, the Lady winning the third heat; and on the following day beat her, the same match and distance, in 5.38—5.35.—5.40. On the third day of the meeting, in a match against Lafayette, he to draw two persons in a buggy, weighing in all 373 lbs., she in a sulky, Lady Suffolk was again beaten, mile heats, in 2.52—2.50.

The odds were two to one upon the mare, but it was evident that she had been trashed off her legs, by the excessive work she had undergone in the last two days; she broke up often—a thing of which she was rarely guilty—was evidently off her foot, and was *easily* beaten.

This was too often the case with this noble mare. If she had not been literally made of wrought iron, and had a courage as fine and clear as tempered steel, she never could have endured the incessant and unreasonable work, to which she was subjected by an owner, who, being possessed of an extraordinary animal, was just sensible of those qualities, without having the sense how to apply them.

How she should have retained her foot, her courage, and her unequalled stamina, as she did so many years, as the queen of the trotting turf—never stale, never sulky, and rarely, if ever, beaten, but when she was utterly overmatched—was the admiration of all who knew her, and made her the people's pet and darling.

It was on August 1st, however, on the Beacon Course, that the great feat of the year was accomplished. It was a memorable day for several causes; at noon, the famous steamships the Great Western and the British Queen took their departure together from the Battery, which was crowded with fifty thousand spectators, while every new steamer and sailing craft that was at liberty accompanied them in a triumphal procession to the Narrows. In the afternoon, there was a highly interesting boat match in the bay; but at six in the evening was to come off, to sportsmen, the great event of that exciting and eventful day.

On the 11th of July preceding, when Dutchman beat Awful three miles in harness, a match was made on time, against the

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winner, for $1,000, that he could not make three miles in 7m. 49s.

The backers of the horse had the choice of harness or saddle, and the right to two trials, with two hours' intermission, in case of a failure on the first attempt. The saddle was chosen, and Hiram Woodruff put into it, with a gray thoroughbred mare, jockeyed by Isaac Woodruff, to keep up the horse's emulation.

It seems that the backers of the horse were so confident of his accomplishing the match at the first trial, that they waved the opportunity of the second; for it wanted but a quarter of seven o'clock, when Hiram threw his leg over the saddle, which would have afforded but scanty time for the intermission and the second trial, even on a midsummer night. The day had been one of unusual heat, even for that season, which was probably the cause for selecting so late an hour for the accomplishment of the match.

The course, it is said, was dusty, but in good order. The match was done as follows.

First quarter, . . 40	First half, . . 1.17.	First mile, . . 2.34½.
Second " . . 38	Second " . . 1.15.	Second " . . 2.28.
Third " . . 39	Third " . . 1.16.	Third " . . 2.30.

Whole time of the three miles, 7m. 32½s.

Dutchman thus winning his match with sixteen and a half seconds to spare.

This continues to the present day the best three miles ever done, and the second mile in 2.28, was then, and long continued to be, the best second mile on record, and has only been beat by Lady Suffolk, Tacony, and Flora Temple.

In October of this year, Lady Suffolk beat Don Juan, in 5.14—5.24; and afterwards made her four miles under the saddle in 11.22, which time has never been beaten since, except by herself, nor before except by Dutchman, who got down in 1836, as has been recorded, to the almost incredible time, for a trotter, of 10m. 51s.

Of late years, three and four-mile trots have ceased to be the fashion. The trotting of the year 1840 was marked chiefly by the steady advance in excellence of that noble mare, Lady Suffolk, who had several sharp contests with Edwin Forrest and Dutchman, over whom she finally established a distinct supe-

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riority. It also produced the following new, and afterward distinguished names on the trotting course, Napoleon, Washington, Bonaparte, Americus, and Aaron Burr, as also Oneida Chief, the great pacer of his day.

It is much to be regretted, that in the records of trots, the ages of the animals, weight not being relative to age, is rarely given, which breeds much confusion, as names are repeated, *ad infinitum*, here as on the turf proper, leading to almost irremediable error, as to the individuality of the animals named.

The year, 1841, opened at Centreville, with a trot of two miles in harness, between Don Juan, Ripton, a new horse in his first year, soon destined to stand next to the top of the tree, and Washington. The last was distanced in the first heat, which was won by Ripton in 5.19; the second was won by Don Juan in 5.36, and, Ripton being drawn for the third, the Don took the race.

May 4th, Centreville. Lady Suffolk beat Confidence and Washington, the last distanced, two-mile heats in harness.

First mile, . . .	2.32	First mile, . . .	2.36
Second " . .	2.41½	Second " . .	2.38
First heat, . .	5.13½	Second heat, . .	5.41

On the same course, a few days later, Confidence, Lady Suffolk and Aaron Burr, made a fine trot, with a severe contest, at mile heats, the best three in five, Confidence taking the purse; and, on the following day, Ripton beat Brandywine and Hector two-mile heats in 5.23—5.21½.

About the same date, Lady Suffolk won great distinction, and achieved her position, which she never lost, by beating Dutchman over the Hunting Park Course, two matches, the first, of two miles in harness, done in 5.21½—5.19½—5.21; and the second, of three miles, under the saddle, as follows;—

FIRST HEAT.		SECOND HEAT.	
First mile, ...	2.32½	First mile, ...	2.36
Second "	2.34	Second "	2.35
Third "	2.34	Third "	2.45
Whole time, . . .	7.40½	Whole time, . . .	7.56

On the Centreville Course, Brooklyn Maid, a green five-year old mare, by Abdallah, whose stock now began to take high ground in public favor, beat Lady Clinton the best three miles

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in five, trotting six heats, the third a dead heat, winning the first, fifth, and sixth miles in 2.42—2.41—2.40—2.40½—2.40—2.38. A remarkable trot, owing to the extreme regularity of the performance, and to the fact that the sixth mile was the best. It is said by the "Spirit of the Times," to be the best trot on record, made by a five-year old.

On the 7th June, over the Beacon Course, the Brooklyn Maid again won, beating Mingo and Rattler, at three-mile heats, in 8.27—8.24.

On the 10th, Confidence beat Washington two miles in 5.24—5.28. On the 12th, Cayuga Chief beat Aaron Burr, the best three in five miles, in harness, in 2.38—2.38—2.46—2.37; and on the following day Aaron Burr beat Lady Suffolk and Awful, three miles in harness; the gray mare taking the first heat, the second a dead heat, and Awful, third in the three first heats, ruled out for the fourth. Time, 8.02½—8.03—8.08—8.16.

The defeat of the gray mare, who was known to be able to do many seconds better than this time, was attributed to the obstinacy of her owner, David Bryan, who at this time, whatever he became afterward, was a bad driver and worse rider, in persisting to jockey himself, contrary to advice and persuasion.

On the Beacon Course, July 5th, Lady Suffolk beat Ripton, two straight heats, under the saddle, in 2.35—2.37½, the horse carrying 169 lbs., being 24 over weight.

Over the same course, on the 13th, Dutchman beat Aaron Burr, two-mile heats, easy, in 5.25—5.23. On the 22d, Lady Suffolk beat Awful two-mile heats in harness, winning the second and third, in 5.26½—5.28—5.24. And again, on the 27th she defeated Oneida Chief, the celebrated pacer, the odds 100 to 60 on the horse, distancing him the first of two-mile heats in the extraordinary time of 5.05, which has never been excelled but by herself and Flora Temple, in 1840, 1853, and 1855 respectively.

At Philadelphia, on the Hunting Park Course, Ripton won two matches, beating Duchess and Roan Quaker; and was himself beaten by Dutchman; the time not being extraordinary. The great event of the year, however, was unquestionably the five-mile match of Americus and Lady Suffolk, for $5,500, over

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the Centreville Course, in wagons, the drivers to weigh 145 lbs., won by the former in two straight heats.

FIRST HEAT.		SECOND HEAT.	
Time of first mile,	2.54¼	Time of first mile,	2.51½
" second "	2.50½	" second "	2.50
" third "	2.46	" third "	2.46
" fourth "	2.42½	" fourth "	2.47
" fifth "	2.40½	" fifth "	2.44
Whole time,	13.54	Whole time,	13.58½

The aggregate of the time given is respectively, first heat, 13.54; second, 13.58½.

The whole ten miles done, without distress, in the amazing time of 27m. 52½s.

This year is remarkable for the sustained performances of Lady Suffolk and Dutchman, the improvement of the extraordinary young horse Americus, and the amazing promise of the new entries, Ripton, who long afterward proved himself nothing but a good one, and Brooklyn Maid, worthy the noble stock of Abdallah.

1842. The first event of this year was the occurrence of one of those acts of savage barbarity, which have brought such disgrace on the trotting turf, and contributed too justly to render it a scandal in the sight of all moral and kind-hearted men. This was the driving to death of a mare called Empress, on the Bascombe Course at Mobile, in an attempt to do thirty miles in two hours, which the unfortunate animal had not so much as a chance to accomplish. She gave out hopelessly beaten at the twenty-first mile, and was dead of pure exhaustion in less than two hours.

In this season a number of Abdallah colts came out with more or less success, and there were several matches and purses given for competition by that horse's stock alone. Among these were Hector, Ajax, Fourth of July, and Brandywine, all of which did good work; the last-named more especially.

Over the Beacon Course, May 6th, Ellen Thompson made a four-mile race, beating Tom Jefferson; the mare under saddle, the horse in harness, in 11.55—11.33; good time, and beaten by Lady Suffolk and Dutchman only.

The following day, Ripton beat Confidence and Lady Suffolk, two straight heats of two miles, in 5.10½—5.12½; and three days

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afterward the gray mare turned the tables on Ripton, beating him the same match, in 5.10—5.15.

On the 31st of the same month, at the Hunting Park Course, Philadelphia, Lady Suffolk and Ripton again went a two-mile match, in harness; the horse winning the first and third heats. Time, 5.07—5.15—5.17. This was the best time that had been made, at that date, in harness, for two miles.

It was done again by Ripton in the following year, but by no one else, until Flora Temple beat it, by ten seconds, in 1855.

The same day, on the same course, the best time, for two-mile heats, in double harness, was made by Lady Suffolk and Rifle, distancing Hardware and Apology, in 5.19.

On the Eagle Course, at Trenton, Lady Suffolk, Ripton, and Confidence again came together; when Ripton won, 5.16—5.22.

At Centreville, Ripton beat Confidence, two-mile heats, in wagons, to weigh 175 lbs. each, drivers, 145 lbs. Ripton was tooled by Hiram Woodruff, 23 lbs. over weight, in 5.14½—5.27—5.37, the best wagon time on record; and, one week later, again beat the same horse in sulkies, in 5.10—5.14½.

On the 1st of August, Ripton, Lady Suffolk, and Confidence started for three-mile heats in sulkies, when Ripton won in two heats, 8.0—7.56½.

The result of this race produced much dissatisfaction. It was generally asserted that the gray mare was out of condition, and abominably ill-driven; her owner obstinately refusing to allow George Spicer to take the reins, on which the odds instantly went heavy, and justly so, against the gallant gray.

On the Beacon Course, September 26th, Americus beat Ripton, Confidence paying forfeit—two-mile heats, in wagons, to weigh, with the driver, 300 lbs.—in 5.14—5.20, beating Ripton's former time by half a second, but with 43 lbs. less weight than in that match.

At Centreville, in October, Ripton again beat Confidence, and Cayuga Chief beat Duchess, respectively in 5.10½—5.20—5.19½—5.20.

Over the Beacon Course, Ripton beat Americus, three-mile heats, in sulkies, in 8.10—8.01, and 8.8, the course very heavy.

On the Hunting Park Dutchman beat Rifle the best three in five, in 2.43—2.37—2.33—2.35.

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And to conclude, Lady Suffolk beat Independence, having scarcely run a winner before in the whole season, with great ease, the horse being amiss, in 5.37.

This season was disgraced by another cruelly long match, Black Joke being matched to do fifty miles in four hours. The feat was accomplished with three minutes to spare; but the animal was driven all but blind, and it was was with the greatest difficulty that his eyes were saved.

In London, an English mare, Lady Hampton, did seventeen miles in one minute twenty-three seconds within the hour; said to be the best time ever made in that country, though I believe erroneously; for if I do not err, the trotting stallion, Bellfounder, subsequently imported to America, had done seventeen miles and a half within the hour, previous to 1831.

On the whole, the peculiarity of this year was the want of success of Lady Suffolk, which was attributed universally to the obstinacy and inefficiency of her owner; and the distinguished performances of Ripton, who was decidedly the champion of the season, beside having made the best recorded time in harness, and the best time in wagons, under an extraordinary weight. This and 1843 were his best years, and he never excelled, nor indeed ever again quite equalled their promise.

In the year 1843, the season opened so early as February 27th and 28th, with trotting on the ice at Missisquoi Bay, in Canada East, not far from the frontiers of Vermont, which has continued to be a distinguished trotting region, and has sent some excellent animals to New York. On this occasion, although the sport was said to be very good, no time was kept, so that it is useless to enter into details.

Early in this season, also, there were trotting and pacing matches at New Orleans, and on the Kendall Course at Baltimore, but nothing occurred worthy of being recorded, nor any time, to be compared with that of the Northern trotting courses.

At Quebec, however, a French horse, *Passe Carreau*, who, under a different name, in after days, earned great distinction, made his debut, doing 2.34 on ice. Of him we shall see more anon.

In the mean time, on the Beacon Course, May 15, came off the first great event of the season, being the first of three

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matches in harness between Ripton and Americus. There was a good deal of betting on time, and the odds ran that the three miles in sulkies would be done nearer to 8.00 than to 7.50.

The fastest time of three-mile heats, hitherto, was Dutchman's 7.41, and the next to that Ripton's 7.56½; on both which occasions the course was said to be in better order for making great time, than now.

This match was, however, won by Ripton, beating his former time, in 7.53—8.03.

On the 22d, the same horses went their second match, in sulkies, two-mile heats, Ripton winning the first and third heats. In the second, being frightened by a dog, he became uncontrollable, and was adjudged to lose the heat for unintentional, foul driving. Time 5.12—5.12—5.17.

On the 29th, Ripton won the last match of the three-mile heats in harness, in 2.43—2.41, the course very heavy; thus proving himself the better horse at short and long distances. Two or three days before this match, although I omitted it in its proper turn, in order to give the three matches of Ripton and Americus consecutively, Beppo beat Independence, the best three in five, mile heats, in the remarkable time of 2.32½—2.31½—2.33—2.38—2.35, beating Edwin Forrest's 2.31½—2.33 by half a second, his being previously the best on record in harness.

On the same course, July 4th, Lady Suffolk, Beppo and Independence, trotted mile heats, the best three in five, with catch weights, in the saddle, the mare carrying 143 lbs., and winning the first, fourth and fifth heats, the second a dead heat between her and Beppo, in 2.28½—2.28—2.28—2.29—2.32.

And again, July 12, trotters at catch weights in the saddle, pacers in harness with 145, Lady Suffolk and Beppo carrying 143 and 135 lbs. respectively, went against Oneida Chief with 145 lbs. in a sulky, when the gray mare won, making the best time ever recorded until the year 1854, when it was outdone by Tacony, and since by Flora Temple. Time 2.26½—2.27—2.27.

On the 12th, she once more defeated Beppo at mile heats, under the saddle, in 2.30½—2.42½—2.28.

But in her next match on the Beacon Course, August 15, against the pacer Oneida Chief, the odds being heavy on the

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mare, she was defeated easily by the horse in 7.44—7.52. She had previously won in 7.40½, over the Hunting Park Course, Philadelphia, always a slower track than the Beacon, and in bad trotting order at the time. She was evidently out of condition, and dead beat, even in the first heat, and was also said to be very ill driven by Bryan, who, justly or unjustly, bears all the blame of the mare's defeats.

In September, however, she somewhat retrieved her laurels, beating Oneida Chief, saddle against sulky, in 2.29—2.30—2.28½; and Confidence, a few days afterwards, in 2.38—2.39, and 2.41.

On the 25th of the same month, Americus beat Dutchman, three-mile heats, in sulkies, the best three in five, Ripton lame and paying forfeit, in 8.04—8.11—8.26, and 9.40.

The trotting at Cambridge was not worthy of record, in September; but in October good time was made there by the afterward famous stallion Black Hawk.

At the Kendall Course, Baltimore, Oneida Chief beat Lady Suffolk, three miles under the saddle, in 7.48; and again beat the mare and Dutchman, the same distance, in 7.59, 8.15, and 8.01.

A remarkable pacing match came off, over the Beacon Course, late in the season, in which Sir Walter Scott, against time, being backed to do eighteen miles in the hour, beat time, with 22 seconds to spare, not having halted or broken his pace. After the match he was freely backed to do 19 miles within the hour, without takers.

All this year, and all the last, Lady Suffolk went unsteadily and uncertainly; was often out of condition, and appeared to tire without reason. She and her driver did not seem to understand one another; and, as I have said before, rightfully or wrongfully, on him was laid the blame of her shortcomings.

On the whole, the honors of this year were to Ripton, who made some capital trotting, and succeeded in establishing his superiority to the far-famed Americus.

The year 1844 opened early in April, with the trotting of the New Orleans Association, but it produced no event worthy of commemoration; indeed, to the southward it does not appear that the genius of either man or horse inclines seriously to this pace.

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The same may be said of the spring meetings on the Beacon, Centreville and Cambridge Courses, on none of which was any time made worthy of record.

On the 20th of May, over the Beacon, Lady Suffolk beat Americus, Ripton, Washington and Pizarro, two miles, in harness; Americus, the favorite, in 5.17—5.19—5.18; and on the 23d, Washington beat Duchess and Rifle, the second the favorite, at 10 to 7, in 5.17—5.20.

On the 6th of June Lady Suffolk beat Columbus, three miles, in harness, at Centreville, in 7.51—8.02.

About the same time there was a pacing match on the Metairie Course at New Orleans, most remarkable from the fact, that Tippecanoe, who came off victor, though losing the first heat, over Grey Eagle, in 2.53—2.36—2.40, carried 60 lbs. over his weight.

On the Beacon Course, June 15, was a remarkable trot, Ripton against Confidence, the former in a wagon, the latter in harness, the best three in five. Ripton, beside the odds he gave in the match, was so lame, that his driver would have paid forfeit, but being refused, decided to go in, when he won without distress, in 2.40—2.41—2.38—2.42½—2.40, Confidence winning the first two heats.

The same course, Cayuga Chief, in a wagon weighing 220 lbs., beat Washington and distanced Americus, by a bad break in his first heat, in 2.36½—2.53½—2.40—2.42—2.45.

Cayuga Chief made his first half mile, though he lost the first heat, in 1.15, no such time ever having been made before in public.

A few days afterward Americus beat Lady Suffolk and distanced Columbus over the Beacon, in 7.53½—8.01.

At Albany, on the 4th of July, General Dunham's Moscow made his first appearance in the United States, having been previously a winner of some note in Canada, and believed by her Majesty's subjects to be able to beat any Yankee horse or mare, handily. He did nothing creditable in this, his first year, but subsequently trotted worthily of his original renown, and holds a high place in the annals of American trotting.

His name "Moscow," is a vulgar and barbarous mis-pronunciation of his original name, *Passe-carreau*, or *Pass-dia-*

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mond! the title of a game of cards, in common use among the French *habitans*, who are, for the most part, inveterate gamblers. I suppose that the unmeaning name, "Poscora," under which I have observed that a trotting stallion has been advertised for sale during the last autumn and winter, is also a misnomer for *Passe-carreau*, though not, of course, applied to Moscow, although the sound is certainly a nearer approach to the true name.

Passe-carreau, or Moscow, was a very well-bred horse. His sire was a white-footed chestnut-horse, owned and ridden by C. C. S. de Bleury, of Montreal; got by Sir Walter, he by Hickory by Whip, imported, Hickory's dam Dido by imported Daredevil, g. d. by Symmes' Wildair, &c.

Whip was by Saltram, dam by King Herod, g. d. by Oroonoko, g. g. d. by Cartouch, &c., &c.

Daredevil was by Magnet, dam Hebe, by Chrysolite, g. d. Proserpine, sister to Eclipse, &c.

Symmes' Wildair was by old Fearnought, dam by Jolly Roger, out of Kitty Fisher, &c.

Sir Walter's dam was Nettletop, by imported Diomed, g. d. Betsey Lewis, by imported Shark, g. g. d. by Lindsay's Arabian.

This pedigree is endorsed as *correct* by the editor of the "Spirit of the Times," vol. 13, p. 85, with this addition; "Sir Walter was owned by the late Bela Badger, Esq.; he is described to us as a horse of remarkable speed and great beauty."

The chestnut horse of M. de Bleury, which showed much blood, with a smooth coat and clean limbs, is said to have been got out of a good, well-bred mare, though probably not thoroughbred; and Passe-carreau, or Moscow, was out of a "stout Yankee mare of spirit and a great roadster." The correspondent of the "Spirit," from whom the above information is derived, an amateur and horse-breeder from Sherbrooke, C. E., also states, that the dam of Passe-carreau, the *Yankee* mare, described above, had extraordinarily large and well-opened nostrils, which descended to her son—an infallible mark of blood—and that there is no French Canadian blood in his stock.

According to this account, it is probable that the sire of Passe-carreau held not less than six-eighths, or perhaps seven-tenths of thorough blood, and that his dam was a half-bred mare or thereabout. This would make him a very high-bred horse of

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the hunter stamp. He was foaled in 1836; he was a fine showy animal, with easy and striking action.

On the Beacon Course, May 2, came off a pacing match, mile heats, the best three in five, the horse, Unknown, in a sulky, against the mare, Fairy Queen, in a wagon, which was won by the horse in 2.23; time that had never then been equalled on record, and which has since that time been excelled only by the famous mare Pocahontas, who has performed it in 2.17½.

Lady Suffolk subsequently beat Duchess and Washington, over the Beacon Course, the best three in five, at mile heats, Washington winning the first heat, in 2.38—2.33½—2.34—2.37. The course was fetlock deep in mud. Suffolk did one half mile in 1.15; Duchess had never made equally good time before.

On the Centreville track came off, October 2, a remarkable match between Fanny Jenks, Misfortune and Neptune, to go ten miles in harness, with drivers of 145 lbs. weight, exclusive of sulkies. It was won by the mare Fanny Jenks, who performed greater feats afterward, and obtained a curious celebrity by the figure she cut as "Pigeon," in the sporting trials and alleged swindling case of the Alleynes, formerly of the Seventh Hussars, who subsequently purchased the mare in New York, carried her to England, and won large sums, as it was charged against them, by fraudulent misrepresentations. The cases were curious and interesting, the decisions being more than once reversed or set aside, and the whole matter, I believe, recently reopened, after it was believed to be entirely settled.

The time was as follows;—

Time of first mile,	3.13	3.13	Time of sixth mile,	2.58	18.12
" second "	3.04	6.17	" seventh "	2.56	21.08
" third "	3.01	9.18	" eighth "	2.55	24.03
" fourth "	3.00	12.18	" ninth "	2.55	26.58
" fifth "	2.56	15.14	" tenth "	3.10	29.59

This must be admitted to be a most extraordinary performance, whether we look to the character of the horses, which had no remarkable reputation, and are, in fact, designated by the "Spirit of the Times," in its comments on this trot, merely common roadsters; or to the fact, that only twenty-two years had elapsed since it was heavy odds in favor of time, against any horse in the United States accomplishing a single mile in three minutes. Boston Blue astonished the sporting world by doing

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it inside the time; and here, within a few years, we find that feat so utterly outdone, that it is considered nothing; and that we find common roadsters keeping up the same pace, in a match, not against time, for ten consecutive miles, and beating it in the ninth mile by five seconds.

A few days later, Lady Suffolk trotting against the pacers, J. C. Calhoun and Fairy Queen, three in five, mile heats, the horse winning the first two, won in 2.29; 2.31; 2.28; 2.29; 2.30. Fairy Queen was drawn in the fourth heat, having gone third in the first three, and being necessarily incompetent to win.

At Centreville, November 14th, Fanny Jenks was again matched to go ten miles against Troy, and again won easily in 30.56, the horse not being able to drive her to her former speed.

These matches long remained unequalled, but they have since been far outdone by Trustee and Lady Fulton, both of whom have performed 20 miles within the hour.

The trotting turf of 1845 owes its greatest eclat to the contests of Americus, Lady Suffolk, Moscow, Duchess, the pacing of James K. Polk, the appearance of Lady Jane, who showed for the first time as a winner, and for the great performance by Fanny Jenks of a hundred miles in ten successive hours.

Americus went, in all, eight trots, —

Winning four times. Three-mile heats in harness, in two heats, in 8.00; 8.05½, of Lady Suffolk and Columbus. Three-mile heats in harness, in two heats, in 8.05; 7.59, of Lady Suffolk. Two-mile heats, in three heats, in 5.23; 5.17½; 5.24, of Moscow. One-mile heats, in two heats, in 2.34½; 2.38½, of Moscow, and Duchess, and Washington.

Losing four times. Three-mile heats, in three heats, in 8.02; 8.07¼; 8.17, to Lady Suffolk. Two-mile heats, in two heats, in 5.20; 5.29, to Lady Suffolk and Columbus. Two-mile heats, in three heats, in 5.09; 5.16; 5.12, to Lady Suffolk. One-mile heats, three in five, in 2.40; 2.38; 2.39; 2.46; 2.45, to Ripton; Americus winning the third and fourth.

Lady Suffolk also went, in all, eight times,—

Winning four times. Three times of Americus, as above. Mile-heats, three in five, in 2.34; 2.29½; 2.30; 2.34; 2.35, of Moscow, the horse winning the third and fourth.

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Losing four times. Twice to Americus, as above, three-mile heats. Mile heats, three in five, in 2.37; 2.35½; 2.35½; 2.39, to Duchess, she winning the third heat, the fastest. Mile heats, three in five, in 2.33½; 2.31½; 2.40; 2.35, to Moscow, she winning the second heat, the fastest.

Moscow, late *Passe-carreau*, whose pedigree is given on p. 183, went in all, ten trots,—

Winning six times. Once of Lady Suffolk as above, at mile heats; and five times, mile heats, in ordinary time, of Lady Swan, &c.; Euclid, &c.; Reality, &c.; One-eyed Riley, &c., and Duchess.

Losing four times. Twice of Americus, as above, one and two miles. Once to Lady Suffolk, as above, mile heats. The three heats, in 2.43; 2.42; 2.43; winning the first heat. Moscow's best time this year was in the trot with Lady Suffolk, when he won the third heat in 2.30.

The Duchess went in all, three trots,—

Winning once. Of Lady Suffolk, mile heats; three in five, as above; her best time, 2.33½.

Losing twice. To Americus and Moscow; mile heats, as above.

James K. Polk, a pacer, went three times,—

Winning twice. Mile heats, of Cayuga Maid, in 2.27; dist. Mile heats, three in five, in three heats, 2.33½; 2.31; 2.39, of John C. Calhoun.

Losing once. Two-mile heats, in two heats, in 5.58½; 5.57, to John Anderson.

It is on the 5th of May of this year, that one of the greatest feats ever performed by a trotting horse, by far the greatest accomplished at that time, was done by General Dunham's mare Fanny Jenks, who has been honorably mentioned before, and who was now backed to trot one hundred miles in ten successive hours, with light weight, in harness; no time being allowed extra for stoppages, as had been the case in Mr. Theall's match, recorded above.

The slowest mile of the hundred was the twenty-first, done in 6.25; the fastest was the third, in 4.47; but the hundred and first mile, done within the time, and over and above the match, was performed in 4.23.

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First ten miles trotted in	55.50	. .	Stopped	.	0.30
Second " "	59.04	. .	"	.	1.01
Third " "	57.45	. .	"	.	0.58
Fourth " "	58.35	. .	"	.	1.28
Fifth " "	53.55	. .	"	.	4.09
Sixth " "	57.18	. .	"	.	1.58
Seventh " "	53.41	. .	"	.	2.09
Eighth " "	54.31	. .	"	.	3.10
Ninth " "	56.39	. .	"	.	1.36
Tenth " "	60.20	. .	"	.	0.30
		When sulky broke,		.	0.58
Total of trotting time,	9h. 20m. 07s.		Total stoppages,		18.27
Add stoppages, .	18m. 27s.				
Total time of 100 ms.	9h. 38m. 34s.	from start to finish.			
" 101st mile,	4m. 23s.				
Total time of 101 ms.	9h. 42m. 57s.				

It is stated that the mare was not in the least distressed: but one knows what that means, where mute animals are concerned, who cannot tell their sufferings, and whose high spirit and indomitable courage, constantly induce them to die at their work, rather than yield to weariness and stop.

Every sportsman who has ridden a well-bred horse until he stands still, knows that it is a hundred to one that he will lie down in a minute or two, and that, if he do so, the odds are any thing to nothing against his ever standing up again.

It is true that, in this case, the mare was not seriously or permanently injured, but, to my eyes, this in no degree mitigates the cruelty or lessens the wrong.

I should like to see such matches made a misdemeanor, and the makers of them punished by incarceration at hard labor. It is such deeds as these that bring sportsmen into odium, and the fairest and most useful kinds of sporting into disfavor with men of humane and religious spirit. I shall never cease from protesting against them, and I rejoice to observe the storm of reprobation called forth from the press, universally, by the late yet more reckless and atrocious time match on the public road, in New York.

No man deserves to own a horse, who would so cruelly and wantonly misuse his powers and impose upon his patient fortitude.

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Some other horses and mares, as Boston, Black Maria, Hector and Henry Clay were considerable winners, so far as number of races is concerned, but not against animals of note, nor in time worthy of record.

The performances of 1856 lay principally among the same animals, Americus, Lady Suffolk, Moscow, Duchess, Lady Moscow, a new appearance, and the pacer, James K. Polk.

Americus went in all, six trots,—

Winning thrice. Two-mile heats, in two heats, in 5.13; 5.11, of Lady Suffolk and Moscow. Two-mile heats, in two heats, in 5.22; 5.20, of Hector. Two-mile heats, in three heats, in 5.17½; 5.17; 5.22, of Moscow, who won the first heat.

Losing thrice. Mile heats, three in five, in three heats, in 2.37½; 2.37; 2.35, to Lady Suffolk and Moscow. Mile heats, three in five, in five heats, in 2.34; 2.34½; 2.34½; 2.35; 2.38½, to Lady Suffolk, winning the first, fourth a dead heat with Moscow, Suffolk third. Two-mile heats, in harness, in five heats, in 5.30½; 5.25; 5.27¼; 5.33¾; 5.45¾, to Duchess, winning the fourth, a second dead heat with Moscow, Duchess third.

Lady Suffolk went in all, five trots,—

Winning twice. Against Americus and Moscow, as above.

Losing thrice. Two-mile heats, to Americus, in two heats, in 5.13; 5.11. Three-mile heats, saddle, in two heats, in 7.46; 7.46½, to James K. Polk, pacing in sulky. Two-mile heats, saddle, in two heats, in 5.8½; 5.16, to James K. Polk, pacing in skeleton wagon.

Moscow went in all, six times, and with bad fortune, though going well and with first-class horses,—

Losing six times. Once to Americus, as above. Twice to Lady Moscow, as above. Two-mile heats, in harness, in five heats, as above, to Duchess and Americus. Two-mile heats, in two heats, in 5.30; 5.36, to Duchess. Two-mile heats, in two heats, in 5.33½; 5.21; to James K. Polk.

James K. Polk went, in all four times, with great fortune,—

Winning four times. Twice, as above, of Lady Suffolk. Once, as above, of Moscow. Mile heats, three in five, in three heats, in 2.58; 2.56; 2.54, against Cracker Boy.

Lady Moscow went in all, three times,—

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Winning twice. Mile heats, three in five, in three heats, in 2.47; 2.44½, of Betsey Baker, in harness, last heat not timed. Mile heats, in four heats, in 2.45; 2.39; 2.42½; 2.47.

Losing once. Mile heats, in first heat, distanced, 2.44, to John Maffit.

On the whole, Lady Suffolk had the honors of the year, beating Americus twice to his once, and Moscow thrice in the same races, and only losing to a pacer, the fastest of his time.

Moscow showed himself a good horse, although, *impar congressus*, he could not make good the vaunt of his Canadian friends, against such cracks as Americus and the Old Lady.

Duchess did well, winning both her trots as recorded above, and beating Americus and Moscow.

Lady Moscow, whose name, by the way, is another exceedingly stupid misnomer, said to be a weak invention to represent Yamaska, from the valley of which Canadian river she is believed to have come, and doubly objectionable as seeming to imply relationship to Moscow, also gave some evidence of what she would be thereafter, although she is mentioned here, rather to record her first entrance on the trotting turf, than in right of her doings. This year was disgraced by two more brutal trials against time.

First, Ariel, matched to trot fifty miles, within four hours, after running away, upsetting her sulky and driver, and losing 5m. 51½s., won the match with 4m. 19½s. to spare.

Not content with this, her owner matched her to go 100 miles, against Fanny Murray and Stager, in sulkies carrying catch weight; when, having met with an accident, by which she lost a mile and lamed herself, early in the race, she was yet driven through the whole distance, which she accomplished in 9h. 51m., though beaten by Fanny Murray, who performed the same distance in 9h. 41m. 26s. Stager gave out after going sixty miles, in pretty good time.

Such performances as these need no comment. It is coolly added that, but for the accident, in spite of which the unfortunate animal was pressed to the end, after it must have been long evident that she could not possibly win, the result might have been different.

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The season of 1847 is marked by the withdrawal of Americus, who lay dark, and though he afterwards reappeared, did no more great work; for the extraordinary successes of Lady Suffolk, the continued ill-fortune of Moscow, the increased renown of Lady Moscow, the steady work of Jack Rossiter, and the appearance of three new cracks, in the to be hereafter, Black Hawk, the trotting stallion; Lady Sutton, claimed to be Morgan, both on the sire's and dam's side; and Jack Rossiter, of whom no one pretends to know any thing, except that he was used at Milwaukie to draw a baggage-wagon, from the dock to the hotel, where he was seen and admired by Mr. Rossiter, whence his name. But of his pedigree nothing is asserted.

The Black Hawk of this year is not to be confounded with the Morgan Black Hawk, who has been mentioned before as a winner on the Cambridge Trotting Course in 1842.

This is the famous Long Island Black Hawk, by Andrew Jackson, out of Sally Miller, the famous trotting mare, rival of Old Columbus.

Roanoke, the pacer, also did capitally well this year.

Lady Suffolk, however, bears away the bell, beyond all rivalry. She was a winner nine times; against Hector, twice, James K. Polk, Moscow, thrice, Roanoke, Lady Sutton, and Ripton, whose career was drawing to a close. These performances were at three, two, and one-mile heats, under saddle, in harness, and to sulkies, doing three miles in 7.56—8.06½—two miles in 5.03—5.10—5.12, one mile in 2.33½, and the last mile in a three-mile heat, which she lost to James K. Polk, in 2.26½.

No trotting-horse came near to her this year, when she was in her fourteenth year.

James K. Polk, the celebrated pacer, was thrice victorious, beating Lady Suffolk two-mile heats, sulky against saddle, in 5.04½—5.09, and three-mile heats in 7.44—7.53; and also Roanoke and Oregon Maid, two-mile heats in 5.06—5.14. He was beaten once as above by Lady Suffolk, saddle against wagon, in 5.03, which distanced him.

Moscow won two trots at one and two-mile heats, beating Elias Hicks, but was beaten thrice by Lady Suffolk, to whom he was not equal, at any time, and by Hector in company with Black Maria.

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Lady Moscow was thrice a winner, and not beaten, defeating Gipsey and Grey Harry; Philadelphia Sal, and Gipsey; Lady Sutton, Sal, and Grey Harry, all at one-mile heats, her best time 2.37—2.32—2.33, against Lady Sutton.

Lady Sutton also won thrice, at two-mile heats, against Sal and Grey Eagle twice; Ajax once; best time 5.17—5.21, very good for a young mare, in her second season. She was beaten three times, by Lady Suffolk, by Ripton—whose only victory was at her expense—and by Lady Moscow, of whom she was in after time a constant and worthy rival.

Jack Rossiter won nothing, and was beaten by Jane Redtop, and Lady Jane, in very good time for a green horse, and with gain, rather than with loss of credit.

Black Hawk, on the contrary, won on his first appearance, beating in a 250 lb. wagon, Jenny Lind, in a skeleton wagon, mile heats, taking the first and last, in 2.40—2.38, and 2.43. He afterward received forfeit from the same mare, for the best three in five of mile heats.

Of the first event, the editor of the New York Turf Register observes, "taking into consideration that Black Hawk never trotted before, we think it will be conceded that his performance is the most extraordinary sporting event of the season. He is but nine years old, and will improve."

This year Willard Reed made some extraordinary tandem-driving over the Union Course against time. He was backed to trot Grey Harry and Betsey Baker a mile in 2m. 50s. Reed to have two trials.

He did the distance, at the first trial, in 2.41¾, but the mare, who was the slower of the two, having broken up and galloped about two hundred yards, before Grey Harry could be pulled back to her; the judges ordered a second trial, although it was admitted that Reed had lost no time in bringing her down to her work.

On the second trial, Reed drove them "as if for a man's life," and they trotted the mile, without a break, in 2.43¾. They made the first quarter in 42½ sec., and the first half-mile in 1.22, the best time, by all odds, on record.

The only long-distance match of this year was a match that Francis Duffy's Grey Marshall would trot 17 miles in harness in

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one hour. He won it, with perfect ease, in 58.50, doing his last mile, the quickest of the match, in 2.56. In the opinion of competent spectators, he could have done the eighteen miles within the hour.

The great contestants, of 1848, are somewhat altered from those of the latter years, some new ones having appeared, and some old friends having been withdrawn temporarily, or to return no more.

Americus appeared this season only to be beaten; Black Hawk improved, justified his promise, and was but once beaten.

Lady Suffolk and Lady Sutton were the great victors of the year, Lady Moscow scarcely maintaining her character of old. Between Chatauque Chief, Jack Rossiter, Lady Jane, and St. Lawrence, a new conqueror, in the shape of a full-blooded Canadian stallion, lay the great and protracted struggle for dominion, though not for quite the first place. Black Hawk won twice, beating Lady Sutton, mile heats, best three in five in 250 lb. wagons, in 2.43—2.43—2.42—2.45½, the mare taking the second heat; and Americus, twice at three-mile heats in 250 lb. wagons, his best time in 8.28.—8.30—8.34, the gelding taking the first heat; and was beaten once by Lady Sutton.

Lady Suffolk won four times, beating Lady Moscow and Americus; Lady Sutton; and James K. Polk, twice, saddle against a 200 lb. wagon, and harness against a 220 lb. wagon—Lady Sutton at one, the others at two-mile heats; time not remarkable. She was beaten twice; once by Lady Moscow, and once by Lady Sutton, the first defeat being Lady Moscow's only victory.

Lady Sutton also came off four times a winner against Volcano, Lady Suffolk and Lady Moscow, Black Hawk, and Jack Rossiter; but was beaten as often, twice by Grey Eagle, once by Black Hawk, and once by Lady Suffolk.

Chatauque Chief was three times victorious; over Jack Rossiter, twice; over St. Lawrence, twice; and with the latter, once over Smoke. But he was beaten, in his turn, once by Jack Rossiter, once by Lady Jane, and four times by St. Lawrence; who was numerically the first winner of the year, coming off seven times victorious, and only three times beaten, by

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Chatauque Chief, twice, and again by La Prairie. His trots were all mile heats, and 2.34, his best time up to this date.

Grey Eagle also did worthily of his name, connected as it sounds with the legends of a nobler turf; and Trustee, the son of imported thoroughbred Trustee, by Catton, out of Emma, by Whisker, his dam the celebrated trotting-mare Fanny Pullen, won twice at two, and once at three-mile heats. It was, however, by a match against time, over the Union Course, Long Island, that he won for himself imperishable renown as a trotting-horse, who has accomplished at his own gait what it is not, by any means, every thoroughbred hunter that can perform at a gallop.

He was backed to do twenty miles within the hour, in harness, and appeared on the scene on Friday, Oct. 20, the course in good order, no sun, and the wind high.

He was driven by Cornelius S. Bertine, weighing 145 lbs. in a 150 lb. ordinary sulky. The odds were 100 to 40 on time. The word "go!" was given so vehemently that the horse broke, but he caught his step, and never broke again throughout the whole performance. In trotting the ninth and tenth miles, the horse fell off a few seconds, and many persons thought that he was tiring; but judges remarked, as he passed the stand, that he was going perfectly at his ease, with his ears playing. On the 15th mile, the odds on time declined a little. On the 17th, a horse was galloped by his side to encourage him; on the 18th, it was even betting; on the 19th mile, 50 to 40 was offered on the horse. On commencing the 20th mile, Bertine let the horse out, and he came in, apparently as fresh as when he started, doing his twentieth mile the fastest of the match in 2.51½.

The time was carefully kept, in the judges' stand, by three watches; it was as follows;—

First mile,	3.01	Aggregate,	3.01	Eleventh mile,	3.03	Aggregate,	32.39
Second "	2.56	"	5.57	Twelfth "	2.54	"	35.33
Third "	2.56	"	8.53	Thirteenth "	2.59	"	38.32
Fourth "	2.55	"	11.50	Fourteenth "	3.03	"	41.35
Fifth "	2.54	"	14.44	Fifteenth "	3.04	"	44.39
Sixth "	2.56	"	17.40	Sixteenth "	3.06	"	47.44
Seventh "	2.57	"	20.37	Seventeenth "	2.59	"	50.43
Eighth "	2.58	"	23.35	Eighteenth "	3.01	"	53.44
Ninth "	3.00	"	26.35	Nineteenth "	2.59	"	56.43
Tenth "	3.01	"	29.36	Twentieth "	2.51½	"	59.35½

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"An hour after the match," says the editor of the Spirit of the Times, "we visited Trustee in his stable; he exhibited no distress, and on the following day, was as 'fine as silk.' We have seen him half a dozen times since, and he never looked or trotted better. He is a prodigy, but blood will tell."

All this may be true. It is clear that, in this case, it was true. Trustee was something better than a half-bred horse—for his mother, Fanny Pullen, though I believe her pedigree is not ascertained, showed that she had more than an ordinary share of blood—and that of the very most fashionable modern English blood. One would think, therefore, that this wonderful performance, at a trot, would induce some persons, who are continually howling about the degeneracy of the modern English thoroughbred, its inability to stay a distance, and its uselessness as a progenitor, to make some pause.

Trustee is bred precisely as are half the hunters in England of the class which carry heavy weights, and do stay the distance at a killing pace; and I know no instance which better corroborates what I am fearless to enunciate, that if the best American trotting trainers were to take the pick of the best three and four parts thoroughbred hunters, out of the best English stables, and take them in hand, they would make them the best trotters in the world. He was—for he is gone, alas! where the good horses go—also the half-brother of our far-famed, Fashion and the sharer of her constancy and courage.

I will not say that it is not well, now that the deed is done, and that the gallant animal was none the worse for it, that the physical possibility of horseflesh performing such a feat of endurance, should be demonstrated.

But now that it has been demonstrated, and that there can be no practical utility in the demonstration—for we can no more practically employ trotting-horses, at twenty miles within the hour, for any useful end, than we could have employed the north-eastern passage, to demonstrate the existence of which so many noble lives have been squandered—the experiments should cease, or should summarily be put to an end by legislation.

What one horse has done, doubtless some other horse can be found to do. But in ascertaining which is the one that can, out of the thousands which cannot, more than they can fly, we

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shall only wantonly, recklessly, and most brutally destroy the best of the race—for it is only the best, which will persevere until they be destroyed—using their own highest characteristics and our knowledge of them to accomplish the destruction. Two other cruel matches of the same kind were made in the same year, but not with the like success.

A black gelding, Ajax, by Abdallah, was next matched to do twenty miles, over the Centreville Course, against a bay mare, Marion, in the expectation of making Trustee's time. The mare stopped midway, and was distanced—what is a distance, by the way, in a twenty-mile race?—and the horse got through the distance in 1h. 7m. 37¾s.

Yet later, the same year, November 18, a fine dark chestnut horse, Woodpecker, 16 hands high and seven years old, said to be half brother to James K. Polk, the pacer, was backed to do the same match.

He had only been a few weeks from grass, and had no advantage of training, to fit him for such a life-and-death trial.

There was a blunder in the starting on the part of the judges, who did not give the word when his rider expected it, and allowed him to go on two miles, imagining that he was at work, before he was stopped and called back.

Thus he had to go in fact twenty-two miles, instead of twenty, at a winning pace, before he could win his match.

As it was, he did his nineteen miles in 57.43, and having only 2.17 in which to accomplish his last mile, he was stopped by the order of his owner. Every one judged that, but for the judges' fault, he would have won. At all events I rejoice, with exceeding joy, that his owner lost; and hope that so it may be to all owners, for ever, who so mismatch the noblest and most generous of animals.

The year 1849 is remarkable as being that of Lady Suffolk's greatest glory, embracing her contests with Mac, who was coming up rapidly in the scale, and Pelham, who rose first into high notice this year; and of good work on the part of Lady Moscow, who also battled it stoutly with Mac and Jack Rossiter, the latter of whom was on the descending scale, as was also Lady Sutton, as in comparison with her former performances.

The old gray mare performed this year nineteen times, and

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came out conqueror, twelve; beating Grey Eagle and Mac twice, Pelham, five times; Lady Sutton, twice; Trustee, four times, Black Hawk, Grey Trouble, Ploughboy and others.

One of her greatest performances, which I had the pleasure of seeing, evincing the wonderful endurance and pluck of this admirable animal, though it did not bring out her fastest time, was her trot over the Centreville Course against Pelham and Lady Sutton, mile heats in harness, the best three in five. I have never, in my life, seen so closely or severely contested a struggle, lasting till seven heats had been completed, and till it was so dark that the judges could not see the gray mare at six lengths' distance.

It was as follows, the sixth heat marked thus (*) being declared void by the judges, both sides complaining of foul driving on the part of the other, and it being already so dark that none could ascertain which of the drivers was in the wrong. What was evident to all is, that Hiram and Bryan amused themselves by horsewhipping one another, from the distance home; that Hiram had one of his spokes smashed, and David Bryan his face rendered less beautiful than its wont.

Gr. m. Lady Suffolk,	1	1	2	2	0	*	1	
Br. m. Lady Sutton,	2	2	1	1	0	*	2	
B. g. Pelham,	3	3	dist.					

Time, 2.29½; 2.31; 2.30; 2.31½; 2.32; 2.31; 2.38.

Making the aggregate time of the seven miles, 17.43, which must be considered extraordinary, when we reflect that the best four miles ever made was Dutchman's 10.51, under the saddle, which would leave only 6.52 for the three remaining miles, or 2.17⅓ for each; time which it is needless to say never has been, and probably never will be made by a trotter.

A few days before this feat Lady Suffolk did five one-mile heats, winning the first, second and fifth, against Pelham and Jack Rossiter, in 2.32; 2.32½; 2.28; 2.29½; 2.34. The aggregate time of the five miles being 12.36, leaving 5.07 or 2.33½ for each for the last two miles. The former is, of course, the greater performance.

Allowance, on the other hand, must be made for Dutchman's having performed his four miles consecutively, instead of at intervals, which of course makes a difference in favor of time.

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Americus' best consecutive five miles made in 1840, two heats, against Lady Suffolk, is 13.58—13.58½, against 12.36, as above. Whalebone, and Sweetbrier, in 1830, did 6 miles in 18.52.

The gray mare was beaten this season, seven times—by Grey Eagle, mile heats, in bad time; Lady Moscow, mile heats; Lady Sutton, two-mile heats; and four times by Mac, who on the whole had the advantage of her, beating her time at single miles, though he did not approach her former time, by several seconds, at longer distance.

Mac, on the whole, went extremely well this year, winning eight times, against such nags as Lady Moscow, twice; Lady Suffolk, four times; Jack Rossiter, twice; Moscow, Grey Eagle and Zachary Taylor. He made his mile once in 2.26, and his two miles in 5.09, 5.10; the latter time twice consecutively; although not in the same race, when he did the faster rate.

This year is enough to prove him, what he was, a first-rate animal for his day, which, however, was a far briefer one than that of his great contemporaries. He was beat thrice only by the two Ladies, Suffolk and Sutton, and that in far worse time than he made at other times.

Lady Moscow did bravely, winning six times; from Lady Suffolk, once; Mac, once; Lady Sutton, Pelham and Moscow, who had had his day and was nearly done, each once; and Jack Rossiter, who did not shine this season, four times.

Lady Sutton won but once, but then beat Pelham and the Gray Lady.

Trustee and Trouble both did honest duty, but not at extraordinary time, the *forte* of the former being his wonderful power of holding, for a length of time, a high rate of speed, not for running away with a single mile.

A Canadian mare Fly, the property of Andrew Elliott, Esq., is said, in the columns of the Montreal Transcript, "to have been driven on Saturday, February 27, from Cornwall to Montreal, a distance of ninety miles, in eight hours and fifteen minutes, including two hours' stoppages, which, if deducted from the time, will show an average rate of travelling of fully fourteen miles an hour, a feat wholly unprecedented in the annals of Canadian travelling. The gentleman, who drove this wonderful creature, left Cornwall at 20 minutes to 7 P. M., and telegraphed

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his arrival in Montreal at 5 minutes before 3 A. M. He says, that with the same roads, Fly could have performed with ease the same journey, in the same time, on the following day."

If the facts can be proved and authenticated, as to the two hours' stoppage more especially, the Transcript may well say it was unprecedented in the annals of Canadian travel; for, assuming the time and distance to be correct as stated, it beats all time ever made out of sight, whether on the trotting course or elsewhere.

Fanny Jenks made her hundred miles, stoppages excluded, in nine hours twenty minutes and seven seconds. Including stoppages, in nine hours, thirty-eight minutes, thirty-four sec.

	hrs.	*min.*	*sec.*
Her total trotting time of 100 miles,	9	20	07
Deduct her last ten miles,	1	20	0
And we have for the time of her 90 miles,	8	0	07

Fanny Murray trotting a hundred miles against Ariel and Stager, sulkies catch weight—I presume without stoppages, as none are recorded—did the hundred miles in nine hours forty-one minutes, twenty-six seconds.

	hrs.	*min.*	*sec.*
Her total trotting time of 100 miles,	9	41	26
Deduct time of her last ten miles—say—1h. 41m.	1	41	00
And we heave the time of her ninety miles,	8	0	26

Now the Canadian mare is alleged to have done her ninety miles, including stoppages, in eight hours fifteen minutes, and to have stopped two hours.

	hrs.	*min.*
Therefore her trotting time of 90 miles, was	6	15
At the rate of 10 miles per hour, add last ten miles,	1	0
And we have her time of 100 miles,	7	15

Thereby beating Fanny Jenks' time by 2h. 10m. 07., and Fanny Murray's time by 2h. 26m. 26s.

Even supposing her to have stopped but one hour instead of two, she would have beaten Fanny Jenks 1h. 10m. 07s., and Fanny Murray by 1h. 26m. 26s.; and supposing she had not stopped at all, and that the whole 8h. 15m. were trotting time, and that she could have done her last ten miles in ten minutes' worse time than the others—a much greater falling off than the other mares show, neither of which ever went at the rate of

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eleven miles instead of fourteen, in any one hour—she would have beaten them both, Fanny Jenks by five minutes and Fanny Murray by twenty-six minutes.

One would much like to know whether there was any bet on this performance, and on the particulars, and whether money changed hands on it. For if not, I should conclude that the two hours' stoppage were calculated, by some unknown process of retardation. Since it is not conceivable, that on a hilly road, in a sleigh and on snow, which are ascertained impediments to rate of going, this mare could have beaten time, so marvellously beyond all record, as by two full hours in ten, or left two such mares as Fanny Jenks and Fanny Murray, at whose performance the world is still wondering, such a marvellous distance as twenty miles in a hundred, travelling fourteen miles to their ten.

I find the performance recorded in the Turf Register of the year, and therefore give it place here, though questioning greatly its correctness. In fact, I am of opinion that a Sporting Review should follow the plan adopted by " Bell's Life in London," of never recording any sporting performance, unless proper proof is adduced that the performance was admitted, by the payment of a bet by the losers, who are presumed not to pay over their money without being satisfied that they have lost it. Hundreds of feats of walking, shooting and riding are daily recorded in American journals, which never had any existence except in the imaginations of their vaunted performers.

And what is worse, pedigrees of horses are published, such as those of Flora Temple, and of Kemble Jackson, in Porter's Spirit of the Times, in which there is scarcely a word of truth or even of verisimilitude. Fortunately, they are so ludicrously incorrect and stupid, that they can do little harm, and deceive no one, who knows what a pedigree is. One only wonders how they should have escaped the watchful eye of the experienced editor. Turf registers, however, and stud books, have no right to publish pedigrees on owner's or other interested person's *ipse dixit.* They are bound either to require evidence, widely different from affidavits of recollection by the oldest inhabitant, or to verify the pedigrees produced, by examination of the authentic books, and so to publish none which cannot show the stamp.

Had Edgar followed this plan, the number of his imported

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stallions would have been reduced to one-half, and two-thirds of the most wonderful lineages sadly besmirched; but, as a work on which to place reliance, it would have gained far more than it would have lost in size.

Published by subscription, I presume he was *quasi* compelled to insert such pedigrees as his subscribers chose to foist upon him, under their own, or their great grandfathers' alleged, signatures—otherwise I cannot conceive the admission of the Merry Pintles by Old Merry Pintle, and the Bulle Rocks, going in four crosses to pure Barb or Arab on both sides, and of a hundred other horses or mares, of whom, of their sires or their dams there is not a trace—or, if a trace of their parents, such only as proves distinctly that they never had such issue.

The year 1850 was remarkable for a great addition to the number of trotting courses, especially in the eastern, and western States, and in Canada, and to the general favor of this manly and useful sport.

A good many new horses showed as good numerical winners, but none to contest the laurels with the old established cracks; and this year commenced a practice most absurd, useless and inconvenient, especially when, as is the case in this instance, it occurs with regard to horses of established reputation—that, I mean, of changing the names of trotters, breeding inextricable confusion, and giving ample range for rascality, in getting bets from persons not acquainted with the appearance of the horses.

Such tricks ought to be at once put down by jockey clubs and associations, and all horses having established names ought to be declared distanced, if winners, in case of their starting under any new names.

One can scarcely conceive any end, but fraud, in changing the names of such horses as Pelham and Jack Rossiter to Charley Abel and Ike Carnley. It looks amazingly like a scheme for getting odds, out of the green ones, against horses, *on* which they would have bet, under their own proper appellations.

In this instance, for whatever reason tried, the cock would not fight; for people would not call the horses by their new titles, and they had to return to the old ones. Still, in the Turf Register of the year 1850, both horses stand recorded under both

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names, part of their performances under one name, part under the other. Can any one conceive such rubbish?

This very year in which I write, a very good second-rate horse, who had the luck some years since to be named after my humble self, "Frank Forester," when he first came out, in 1850, at Baltimore, has this year become ashamed of his paternity, and assumed the more patrician and sonorous denomination of "Ike Cook." Of Ike, the godfather of the horse, I have not the honor to be cognizant, nor do I doubt his superior claims, otherwise, to my own; but, unless on the old theory of the rose by any other name, I confess that it appears to me the "Frank" has an honester sound than "Ike," and that the "Forester" has more to do with field sports than the "Cook."

But to leave badinage, the practice is an abominable one; and if not meant to be dishonest, it largely facilitates dishonesty—as in the case, where Fanny Jenks was ominously rechristened "Pigeon," not without a cause—and at all events produces embarrassment and misunderstanding.

Lady Sutton did not appear this year, being withdrawn from the turf after a brief but brilliant career.

The struggle for supremacy lay between the two mares, Lady Suffolk and Lady Moscow, and a gallant and protracted struggle it was, varied by an occasional outside dash at Jack Rossiter, who had his own particular contest with Pelham and St. Lawrence, the latter of whom gave him enough to do.

Lady Suffolk, for to her, as of right, I give the precedence, was eleven times a winner, beating Lady Moscow six times, at one, two and three miles; Jack Rossiter, thrice; Hector, once, and once her old adversary, James K. Polk, in harness, against his wagon. She was beaten, in her turn, four times by Lady Moscow, at two and three miles; and twice, at two miles, by Jack Rossiter, coming off victorious from both, in each match of three events.

Lady Moscow, also, won eleven times, beating Suffolk four times, Jack Rossiter thrice, Pelham once, Zachary Taylor and Captain Walker, once each, and receiving forfeit from the latter and from Captain Davis, at Baltimore. She lost seven times; six times to Lady Suffolk, and once to Jack Rossiter.

Neither of these mares made quite the time that they had

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themselves done before, but they beat every thing they met except one another, and stood deservedly, first and second of another good year.

Jack Roseiter also well regained whatever he had lost of credit in the last year, contending gallantly with the mares who were evidently his superiors, and running well with his equals.

He won, on the whole, ten times, beating Lady Suffolk twice; Lady Moscow, once; St. Lawrence, twice; Pelham twice; Grey Eagle twice, and Telegraph once.

He made the best two-mile time of the year at Saratoga, where he distanced Lady Moscow in 5.04½.

He was beaten twelve times; four times by St. Lawrence, three times by Lady Suffolk, three by Lady Moscow, and once by Pelham.

Still he gained rather than lost credit, for he was beaten by none but known good ones, and had his turn at each of them, and the best of Pelham.

St. Lawrence, Lady Washington, Lady Bevins, Mendham Maid, Honest John, James K. Polk, Fanny and Confidence, all made good and creditable trotting, and were all six times or more victors.

There were two ten-mile trots this season, Hard Times against Leopold, in 250 lb. wagons, won by the former in 32.25¼.

And Lady Agnes against Buckskin in sulkies, won by the former, in 33.17.

Another hundred-mile trot came off this year, on the part of Mr. John F. Purdy, a gentleman of fortune, to drive his little road-mare Kate, himself, that distance within ten hours.

My opinion of the character of these matches has been given, and I cannot recall it; still it is right to say, that, having the pleasure to know Mr. Purdy well, and to know him to be both a judge of a horse's pace and a thoroughly kind-hearted man, I know that the mare ran no danger of being distressed beyond what is necessary to the accomplishment of such a task, with what is called perfect ease.

That she received every aid that attention, tenderness and experience could bestow, was inevitable; and that she would have been pulled up and withdrawn the instant she showed a

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symptom of hanging on the bit or faltering, had there been ten times the amount staked to be lost, every one is assured, who knows Mr. Purdy.

Mr. Purdy drove himself the whole distance, with skill, judgment and coolness that astonished and charmed the best trotting drivers and oldest turfmen present. He used a little sulky made by Godwin, weighing only 46 lbs, with the lightest possible harness, himself weighing 132½ lbs. The little mare was 10 years old, 14 hands high, and under 700 lbs. weight. She is said to be nearly a thoroughbred, and nearly perfect also, both in shape, gait and action.

It was observed, strange as it may appear, that she did not diverge in going the whole distance, round the Centreville track, six inches from the track she made on the first time round.

She was taken out of harness at the end of the fiftieth mile, and was cared for, losing twenty-one minutes, besides other smaller stops.

She won the match, all stops included, in 9h. 49m. ¾s.

TIME.

	hrs.	min.	sec.		hrs.	min.	sec.
First mile	0	5	25	Fifty miles	4	41	0
First ten miles	0	57	0¼	Sixth ten miles	0	55	0
Second ten miles	0	56	59¼	Seventh ten miles	0	54	0
First twenty-five miles	2	21	0	Seventy-five miles	7	14	0
Third ten miles	0	54	0	Eighth ten miles	1	0	0
Fourth ten miles	0	57	0	Ninth ten miles	1	10	0
Fifth ten miles	0	56	0	Tenth ten miles	1	5	0

Making the 100 miles in 9h. 49m. ¾s.

I copy this table from the Turf Register of 1850—the rather that it claims this to be a greater trot than that of Fanny Jenks. I cannot conceive why, for her *time* was better; and if Fanny Jenks were driven by two little boys under 75 lbs., I should judge that the experience and fine driving of Mr. Purdy fully compensated the extra weight, if that even were not overcome by the lightness of Mr. Purdy's vehicle.

But the table itself is a strange one, and cannot be directly summed up nor very easily understood.

To cast it up, one must first strike out the time of the first mile, then of the first twenty-five miles, then of the fifty miles, then of the seventy miles, and then these being divided, proceed as with a common sum of addition.

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This done, the sum total of the ten miles does not amount to 9h. 49m. ¾s., but to 9h. 49m. Nor is there the slightest clue given to ascertain what has become of the 21 minutes said to be lost when she was taken out of harness at the end of the fiftieth mile, or of the other stops of lesser moment.

The latter, it is true, might be amalgamated in the whole time of the ten miles, but not so, possibly, the twenty-one minutes in the time of the fifth ten miles, which are set down as done in 56 minutes, from which, deducting twenty-one minutes, one will have thirty-five minutes as the travelling time of ten miles, after doing forty miles in seventeen minutes under four hours.

The match was unquestionably done and won, for the bets were lost and paid, and the judges were honorable men; but how it was done, or exactly in what time of actual trotting and what of stoppage, the above table certainly does not show. I did not discover the defect till I had transcribed it and begun to verify it. Having done so, I do not withdraw it; because the specimen of the loose way in which matters of this sort are done in quarters where one would least expect it, leads him to spare his wonder at the way the myths of Childers, Eclipse, and the worthies of old, arose, when stop watches scarcely were, and horses ran four miles straight away from the starting to the winning post in a right line.

They might be timed now by electric telegraph, but not even now otherwise.

The same is the cause of the prodigious fallacy in Tib Hinman's time at Ogdensburgh, and in Lady Kate's time at Chicago —both pure *myths!* Both matches were done on a straight plane; one man could not time the start and the finish unless by telegraph. So the starting judge guessed when they got home, and the placing judge guessed when they started, and, when it was all over, the two judges compared notes and struck an average. No fraud was intended, nor any hoax on the public; but it was one nevertheless, and was at once detected, deceiving no one.

It is impossible, however, to be too rigidly correct in the recording of such details. How the errors in the above table came, could probably, *now*, be easily ascertained, so short a time has elapsed. But had a century flown since the trot was

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made, and did such a table accompany the only record remaining of it, the whole story would be set aside as false, on the internal evidence of disagreement with itself.

The year 1851 was marked by the appearance of a new horse on the trotting turf, destined afterward to wear the greenest, and all but the highest of its laurels, the Maine champion Tacony; and by the decline of an old favorite, Lady Moscow, who, from this year, fell into the second rank, never again to rise to her former glories.

Even on the indomitable courage and steel-springed frame of Lady Suffolk, time was beginning to make its inroads; and even her admirers were forced to admit that, although still the Queen of the track, she was no longer quite what she had used to be. And what wonder, when one considers that she had already seen her eighteenth birthday; and that for thirteen years she had been almost constantly in training and at work, ready for all comers, at all distances, and the victress in almost every city of the Union, where trotting is an institution, over the best that dared encounter her.

This year she won seven times, beating Jack Rossiter twice; St. Lawrence twice; O'Blenis twice; Cowdriver, Lady Pelham, and Lady Jane, once each.

But the time was no longer Lady Suffolk's; such as she used to make in her palmy days of old, as she never got below 2.34, for a single mile, although she beat Lady Jane and St. Lawrence two-mile heats, at 5.08—5.13.

On the other hand she was beaten five times; thrice by Lady Jane; once by Jack Rossiter; once by O'Blenis, and once by the pacer Roanoke. Not one of these animals, except, perhaps, Lady Jane, could have come near her in her best time.

Lady Jane trotted a good and honest mare, this season, winning four times; thrice of Lady Suffolk; once of St. Lawrence and O'Blenis. She was beaten twice only, by the Lady, and the horse with the Celtic title.

Jack Rossiter, also, held his own, well and improvingly. He was a winner nine times against all the best horses of the year, Lady Suffolk, Lady Moscow, Pelham, once each; St. Lawrence four times; Grey Vermont twice; Zach. Taylor, War Eagle, and Tacony.

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He was beaten four times only; by Lady Suffolk twice, and twice by Grey Vermont, who was a very promising and rising horse.

Tacony, who made his debut this year, made a good show for a young one; he beat War Eagle twice, and was beaten once by War Eagle, once by Mac, and once by a horse called John May.

St. Lawrence, Rhode Island, Grey Vermont, and several others, kept the game moving, and in good style, but it was not, all in all, such a year as many we have seen, both before and since, either for speed or for stoutness. The old were growing the older, and their successors not yet coming up in force.

I have often regretted that it is too often the case here, that horses are not withdrawn in time. Age must tell on every thing, unless it be the almost eternal adamant, and even that can be ground away by endless attrition. Much more must the power, the agility, the capacity to endure, of the animal machine.

The best horse that ever stood on plates must be beaten in the end, even by a half-bred, if we persist in matching him, in the decrepitude of extreme old age, against the fibre and vigor of mature youth.

I will not say that Boston was so trashed away; for although he had not fair play—since a horse, taken from serving mares and from the relaxed fibre of a stud sultan, to enter again into training, and that against the ablest rival he ever met, cannot be held, if beaten, beaten fairly—I consider him far greater after, than before, his defeat by Fashion.

But I do say, that the way in which Fashion was run on, year after year, in condition or out of condition—as she was, when she was beaten by the gelding Passenger--was running the thing disgracefully into the ground, and was destroying both the physique and the fame—perhaps the promise of the progeny afterward—of as good a mare as ever run.

When she had beaten Peytona she had done enough, and won enough of glory; and should have been allowed to retire and repose upon her honors, hardly won enough, already.

In all other arenas, there is a term for contention and a retreat for veteran victors.

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In the United States, it would seem, that for the noblest conqueror on the turf, there is no end but to be beaten—beaten, not by his victor's energy, but by his own decay. I honor the pluck of the owner of Eclipse, who dared to withdraw him from the course, old, but unbeaten, and old in honor; as I condemn the false fear of those who persist in wearing out a lifetime of exertion, until defeat must follow, in their bravest horses, from the poor apprehension of being *called* afraid!

I have always thought, and still think, the fate of Fashion, and of the gallant, glorious gray, Lady Suffolk, as but a sadder and more cruel version of the tale of the high-mettled racer. Morally, though not physically, it was the same.

With the year 1852, there commenced what I would call the New Era of the American trotting turf—the heroes and heroines of the last twenty years all passed, or rapidly passing away, and a new generation rising upon the stage, in whose names their fame is, with but a few exceptions, soon to be forgotten.

Americus, Awful, Beppo, Dutchman, Lady Moscow, Lady Sutton, Lady Suffolk herself, have departed from the scene, which they had so long adorned; or, as in the case of the last named, as "veterans lag superfluous on the stage."

The good old mare, now in her nineteenth year, won but once, and that only of a second-rate, though a good second-rate, Boston Girl; her best time being nine seconds behind that of her prime.

She was beaten nine times; by Jack Rossiter, Lady Brooks, Pet, Tacony thrice; twice by Zach. Taylor, and once by Lady Jane. And what proves more, in all the lost races she won but two heats, one against Lady Brooks, and one against Tacony. What, perhaps, more than any thing proves the indomitable courage, and truly iron-endurance of this matchless mare, is the following record of her last great struggle against the young hero Tacony.

Friday, Sept. 24.—Purse $300—$50 to go to the second best, for trotters, mile heats, best three in five, wagons.

W. Woodruff's ro. g. Tacony,	1	0	8	2	2	1	1
A. Concklin's gr. m. Lady Suffolk,	8	0	2	8	1	2	2
S. McLaughlin's b. m. Lady Brooks,	2	8	1	1	8	8	8

Jack Rossiter, Lady Jane, Lady Moscow, and Boston Girl drawn.

Time, 2.34—2.40—2.36½—2.35—2.37—2.39—2.41.

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I am not sure that, in her nineteenth year, this may not be quoted as the greatest feat she ever accomplished. The speed of her foot had departed with her youth; but the ability to stay the distance, and come again for ever, with a scarcely diminished stroke, seemed to last in for ever.

Her old owner, through all her triumphs, David Bryan, died in New Orleans in 1851; and whatever judges, or would-be judges, may say of his inability, want of temper, and harshness to the old gray, she clearly never was herself again, he gone.

In 1853 she was purchased by Mr. Hill, of Bridport, in whose ownership she died, and has left no heir or heiress to her honors.

Indeed, it is hardly probable, after such severe and long-protracted exertions, that had she proved fruitful, the progeny would have been of much account.

I am exceedingly glad to present to my readers a very perfect likeness and fine engraving of this unrivalled animal.

I call her unrivalled, because although her time has been beaten, I, like my friend "Observer," have always regarded time, alone, as a most insufficient and fallacious test of the powers of the horse; and I, for one, shall certainly not transfer my allegiance to the new queen, Flora, until she shall have proved her right, not by the brilliant spurts of a few, brief, glorious seasons, but by the long-continued train of still increasing triumphs, which render the name of Lady Suffolk the pride of the trotting turf of America.

The accompanying portrait, which is indisputably the best likeness of the mare I have ever seen, has for its basis a lithograph by the late lamented Robert Clarke, who, for the power of catching and committing to paper the peculiar action, style of going and salient characteristics of any horse, while in motion, on the trot especially, has scarcely been equalled.

He was somewhat deficient, however, in anatomical knowledge; and had a habit, which amounted, in his works, to an absolute mannerism, of representing his animals with undersized limbs. I have scarcely seen a painting of his which has not this defect, more or less; and I have seen many in which it amounts to a deformity equal almost to that of the huge-headed pigmy-bodied men of the new style of caricatures, in which it

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needs a quicker perception, than I possess, of the ridiculous, to see any humor.

The spirited sketch alluded to above, of poor Clarke's—his best I think—is by no means free from this gross fault; though, in other points, the likeness is perfect and unmistakable.

This defect, and also the very faulty seat of the rider, in the original cut, have been at my suggestion cleverly corrected by Messrs. Capewell and Kimmel, the excellent and intelligent engravers, to whose talents in representing on steel some of the very best of our American equine celebrities, I gladly confess my indebtedness. All admirers of the famous old mare will recognize her bloodlike head, her peculiar mode of carrying it and champing on the bit, her long slashing stroke which led the way to such oft-repeated glories, and the broad white flag, never displayed to ask for truce, or to give token of submission.

The following summary of her performances, with her pedigree, and an account of her winnings in purses, alone, not including bets—unparalleled, it is believed, by those of any trotting horse—are taken from "The Spirit of the Times," of June 2d, 1855. It was fitting that the person who, when she was a common livery horse, first detected in her the germ of her future greatness, should be the one to give the report of her honors to posterity.

I say the simple truth, when I record my own belief, that I, at least, shall not look upon her like again.

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MEMOIR

OF LADY SUFFOLK,

WITH A SUMMARY OF HER PERFORMANCES.

Lady Suffolk was bred in Suffolk County, Long Island, and was foaled in 1833. At two years old she was purchased by Mr. David Bryan; and, in February, 1838, she made her first public appearance near Babylon, where she trotted for, and won, *eleven dollars*, after three heats, the fastest of which was 3.01. The weather was very cold, and Hiram Woodruff had the honor of riding her in this her first public performance.

Lady Suffolk was got by Engineer, a thoroughbred son of Engineer by Imp. Messenger, her dam by Plato, another son of Imp. Messenger, grand dam by Rainbow, out of a common mare. The dam of Lady Suffolk was owned and bred by Gen. John Floyd, of Smithtown, Long Island, and sold by his son to Charles Little, Esq., of Smithtown, from whom she passed into the hands of Richard Blaydenburg, Esq., who bred Lady Suffolk.

Lady Suffolk was about fifteen hands and a half high; of a beautiful gray, with a large sweeping tail; small head, well set on to a fine arched neck, with a good deal of the Arab about it; large shoulders and quarters, not too heavy, but showing immense strength and power of endurance; long in the body, legs fine and wonderfully good.

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In the following Summary of Lady Suffolk's Performances, the amount of the purse is given when she was the winner, and left blank when she lost,—

YEAR.	DATE.	COURSE.	HARNESS OR SADDLE.	DIS.	TIME.	PRIZE.
1838	Feb.	Babylon, L. I.	Saddle,	1	3.01	$ 11
	June 20	Beacon Course, N. J.	Harness,	2	5.42, 5.42.	
	" 22	" " "	Saddle,	2	5.15, 5.17	100
	July 4	" " "	"	2	5.29, 5.17, 5.40.	
	Oct. 1	" " "	"	2	5.17, 5.18¼.	
	" 8	" " "	Harness,	2	5.28, 5.21¼.	
	" 15	" " "	"	2	5.42¼, 5.38¼, 5.39	
	" 17	Philadelphia, Pa.	Saddle,	2	5.18, 5.26	100
	" 18	" "	"	3	8.11, 8.17.	
	Nov. 22	Beacon Course, N. J.	"	2	5.38, 5.52.	
	" 24	" " "	"	1	2.49.	
1839	April 26	" " "	"	2	5.21	100
	" 27	" " "	"	2	5.16, 5.09.	
	July 3	" " "	"	2	5.39	200
	" 24	Philadelphia, Pa.	Harness,	2	5.28, 5.31, 5.32, 5.42.	
	" 25	" "	"	2	5.38, 5.35, 5.40	400
	" 26	" "	"	1	2.52, 2.50.	
	Oct. 8	Beacon Course, N. J.	"	2	5.28, 5.28, 5.26	150
	" 10	Centreville, L. I.	"	2	5.20, 5.28.	
	" 23	Beacon Course. N. J.	Saddle,	2	5.14, 5.24	800
	Nov. 15	Boston, Mass.	"	4	11.22, 11.34	200
	" "	" "	Harness,	1	2.45¼, 2.45, 2.47.	
	" 16	" "	"	1	2.52, 2.58, 2.49, 2.47, 2.50.	
1840	May 6	Philadelphia, Pa.	Saddle,	2	5.05, 5.06.	
	" 8	" "	"	3	7.51, 7.51.	
	" 14	Centreville, L. I.	Harness	2	5.26, 5.33, 5.32	200
	June 30	" "	Saddle,	4	11.15, 11.58	1000
	Sept. 21	Beacon Course, N. J.	Harness,	2	Received forfeit	2000
	" "	" " "	"	2	5.22, 5.21, 5.31	750
	" 24	Centreville, L. I.	Saddle,	2	4.59, 5.03¼	200
	" 25	Beacon Course, N. J.	"	1	Received forfeit	500
	Nov. 30	" " "	"	2	" "	500
1841	May 4	Centreville, L. I.	Harness,	2	5.13¼, 5.14	750
	" 10	Philadelphia, Pa.	"	2	5.21¼, 5.19½, 5.21	200
	" 15	" "	Saddle,	3	7.40¼, 7.56	2000
	" 18	Centreville, L. I.	Harness,	2	5.16½, 5.16¼, 5.16, 5.18, 5.25.	
	Jun. 15	Beacon Course, N. J.	"	3	8.02¼, 8.03, 8.08, 8.16.	
	July 6	" " "	Saddle,	1	2.35, 2.37	1250
	" 22	" " "	Harness,	2	5.26¼, 5.23, 5.24	200
	" 27	" " "	Saddle,	2	5.05	1000
	Oct. 21	Centreville, L. I.	Wagon,	5	13.58, 13.58¼.	
	Nov. 1	Beacon Course, N. J.	Saddle,	3	7.50, 8.04.	
1842	May 7	" " "	Harness,	2	5.10¼, 5.12¼.	
	" 10	Centreville, L. I.	"	2	5.10, 5.15	800
	" 31	Philadelphia, Pa.	"	2	5.07, 5.15, 5.17.	
	June 2	" "	Wagon,	2	5.19, double harness	200
	" 16	Trenton, N. J.	Harness,	2	5.16, 5.22.	
	Aug. 1	Beacon Course, N. J.	"	3	8.00, 7.56¼.	
	Nov. 17	Boston, Mass.	"	2	5.37, 5.49	200
1843	July 4	Beacon Course, N. J.	Saddle,	1	2.28¼, 2.28, 2.28, 2.29, 2.32	100
	" 12	" " "	"	1	2.26¼, 2.27, 2.27	200
	" 25	" " "	"	1	2.30½, 2.42¼, 2.28	100
	Aug. 14	" " "	"	3	7.44, 7.52	
	Sept. 4	" " "	"	1	2.29, 2.30, 2.28¼	800
	" 13	" " "	Harness,	1	2.38, 2.39, 2.41	800
	Oct. 5	" " "	"	2	5.19, 5.20, 5.22, 5.19.	
	" 30	Baltimore, Md.	Saddle,	3	7.48.	
	Nov. 2	" "	Harness,	2	5.38, 5.35	800
	" 6	" "	"	3	7.59, 8.15, 8.01.	
1844	May 15	Centreville, L. I.	"	2	5.20, 5.24	500
	" 21	Beacon Course, N. J.	"	2	5.17, 5.19, 5.18	500
	June 6	Centreville, L. I.	"	3	7.51, 8.02	400
	" 27	Beacon Course, N. J.	"	3	7.52¼, 8.01.	
	Aug. 28	Albany, N. Y.	"	1	2.40, 2.34¼, 2.38¼	250
	Sept. 6	" "	Saddle,	1	2.44, 2.26¼	250
	" 9	Beacon Course, N. J.	Harness,	1	2.38, 2.33¼, 2.34, 2.37	250
	Oct. 7	" "	Saddle,	1	2.29, 2.31, 2.28, 2.29, 2.30	200

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YEAR.	DATE.	COURSE.	SADDLE OR HARNESS.	DIS.	TIME.	PRIZE.
1845	April 28	Union Course, L. I.	Harness	2	5.20, 5.29	$ 250
	May 5	Centreville, L. I.	"	2	5.09, 5.16, 5.12	250
	" 19	Union Course, L. I.	"	3	8.00, 8.05½.	
	June 3	Philadelphia, Pa.	"	3	8.02, 8.07½, 8.17	400
	Oct. 8	Beacon Course, N. J.	"	1	2.37, 2.35½, 2.35½, 2.39.	
	" 13	" " "	"	1	2.34, 2.29½, 2.30, 2.34, 2.36	250
	" 16	" " "	"	1	2.33¾, 2.31½, 2.40, 2.35.	
	" 29	Philadelphia, Pa.	"	3	8.05. 7.59.	
1846	Sept. 28	Union Course, L. I.	"	1	2.37½, 2.37, 2.35	250
	Oct. 8	" " "	"	2	5.18, 5.11.	
	" 15	" " "	"	1	2.34, 2.34½, 2.34½, 2.35, 2.38½	250
	" 22	" " "	Saddle	3	7.46, 7.46½.	
	Nov. 18	" " "	"	2	5.08½, 5.16.	
1847	June 7	" " "	"	3	7.56, 8.06½	800
	" 9	" " "	"	2	5.16½, 5.24	500
	July 14	Centreville, L. I.	"	2	5.03	300
	" 28	Union Course, L. I.	Wagon	1	2.37½, 2.43½, 2.39½	250
	Aug. 5	" " "	"	1	2.42½, 2.33½, 2.36	250
	" 14	Saratoga, N. Y.	"	1	2.52, 2.54, 2.44	250
	Sept. 18	Centreville, L. I.	Saddle,	3	7.44, 7.53.	
	Oct. 1	" "	Harness,	2	5.13, 5.12½	800
	" 15	Union Course, L. I.	Saddle,	2	5.04½, 5.09.	
	" 28	" " "	Harness,	2	5.10, 5.12	500
	Dec. 28	" " "	"	2	5.18½, 5.25½	* 1,000
1848	May 19	Centreville, L. I.	"	1	2.33, 2.33, 2.35, 2.37, 2.38, 2.36.	
	June 7	" "	Wagon,	2	5.21, 5.13, 5.17, 5.22	800
	July 4	" "	Saddle,	2	5.12, 5.14	300
	" 17	" "	Harness,	1	2.31, 2.32, 2.32	250
	" 22	" "	"	2	5.22, 5.16, 5.17, 5.16	200
	Aug. 19	Saratoga, N. Y.	"	1	2.32.*	
1849	May 21	Union Course, L. I.	"	1	2.34, 2.30, 2.34, 2.34.	
	June 5	Providence, R. I.	Saddle,	1	2.29½, 2.32, 2.31.	
	" 6	" "	Harness,	1	2.35½, 2.34, 2.38½	200
	" 7	" "	"	2	5.20	300
	" 14	Boston, Mass.	Saddle,	1	2.31, 2.26,† 2.27, 2.29.	
	" 25	Union Course, L. I.	Harness,	1	2.29½, 2.33½	250
	July 2	Centreville, L. I.	"	1	2.32, 2.32½, 2.28, 2.29½, 2.34½	250
	" 9	Union Course, L. I.	Saddle,	1	2.28, 2.30, 2.31, 2.30.	
	" 10	" " "	"		5.09, 5.18.‡	
	Aug. 3	Centreville, L. I.	Harness,	1	2.29½, 2.31, 2.30, 2.31½, 2.32, 2.31,	300
				1	2.38.	
	Sept. 28	" "	"	1	2,32½, 2.33½, 2.34, 2.36	250
	Oct. 8	" "	"	2	5.16, 5.17. 5.20.	
	" 17	Union Course, L. I.		3	7.45½, 7.52, 7.57	300
	" 24	" " "	Wagon,	1	2.45. 2.40. 2.43	250
	Nov. 7	" " "	Harness,	3	8.13, 8.15	300
	" 12	Centreville, L. I.	Saddle,	2	5.08½. 5.12. 5.19	250
	" 22	Boston, Mass.	Harness,	2	5.57, 5.34½	500
	" 29	" "	"	1	2.37, 2.40, 2.38.	
	Dec. 12	" "	"	2	5.38, 5.36	500
1850	May 7	Centreville, L. I.	"	1	2.33	250
	" 13	" "	"	2	5.10, 5.09½.	
	" 21	" "	"	3	7.44½, 7.52½.	
	June 12	Philadelphia, Pa.	"	1	2.31	250
	" 13	" "	Wagon,	1	2.31, 2.33, 2.39, 2.33	250
	" 19	" "	Harness,	3	7.58½, 7.55	350
	July 1	Baltimore, Md.	"	2	5.20, 5.11, 516	300
	" 8	" "	"	1	2.31	300
	" 12	" "	"	2	5.18, 5.10.	
	" 22	Philadelphia, Pa.	"	2	5.15, 5.08, 5.08½.	
	Oct. 17	Boston, Mass.	"	1	2.37½, 2.33, 2.40	500
	" 22	" "	"	1	2.41, 2.45, 2.47	500
	Nov. 6	Rochester, N. Y.	"	1	2.47½, 2.39, 2.43, 2.40	500
	" 7	" "	"	2	5.18, 5.17.	
	" 13	Buffalo, N. Y.	"	1	2.35, 2.34. 2.34	500
	" 14	" "	"	2	5.14½, 5.12½.	
	" 26	Cincinnati, Ohio	"	1	2.45, 2.41, 2.39	500

* Lady Suffolk fell lame, in this heat, which she won, but was stopped in the second.

† Lady Suffolk won the second heat.

‡ The mare was so much amiss, that she was withdrawn after the first heat.

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YEAR.	DATE.	COURSE.	SADDLE OR HARNESS.	DIS.	TIME.	PRIZE.
1851	Feb. 19	New Orleans, La.	Harness,	1	2.37½, 2.35, 241.	
	Mar. 11	" " "	"	1	2.38, 2.35, 2.38½, 2.34.	
	April 22	Mobile, Ala.	"	1	2.49. 2.47, 2.48. 2.47.....	300
	" 30	New Orleans, La.	"	1	2.44½, 2.46, 2.41½, 2.54.	
	May 28	St. Louis, Mo.	Saddle,	1	2.39, 2.30, 2.33, 2.30, 2.35.....	300
	June 18	" "	Harness,	2	5.28, 5.23.	
	" 23	" "	"	1	2.35, 2.34.....	300
	Aug. 8	Rochester, N. Y.	"	1	2.35, 2.37, 2.36, 2.36.....	300
	Sept. 18	" "	"	1	2.32½, 2.31½, 2.33½.	
	" 19	" "	"	2	5.08, 5.13.....	400
	Oct. 15	Union Course, L. I.	"	1	2.34, 2.37½, 2.38, 2.37, 2.40½.....	500
	" 23	" " "	"	2	5.09, 5.10½.	
	" 28	" " "	"	1	2.39, 2.36, 2.36, 2.34.	
	Nov. 17	" " "	"	1	2.34. 2.38. 2.36½. 2.37.....	1,000
1852	May 6	" " "	Wagon,	1	2.32½, 2.33, 3.36, 2.36½.	
	" 13	" " "	Harness,	1	2.38. 2.35, 2.33½, 2.35. 2,34.	
	" 20	" " "	"	2	5.14½, 5.16.	
	" 31	" " "	"	3	8.00. 8.07.	
	June 24	" " "	"	2	5.10, 5.10½, 5.18½.	
	July 5	" " "	"	1	2.40, 2.35½, 2.37, 2.39.....	250
	" 14	Boston, Mass.	"	1	2.39, 2.43½, 2.48½, 2.46.	
	" 20	" "	Saddle,	1	2.34, 2.34½, 2.30.	
	Sept. 20	Union Course, L. I.	Harness,	1	2.31½, 2.34, 2.38.	
	" 24	" " "	Wagon,	1	2.34, 2.40, 2.36½. 2.35, 2.37, 2.39, 2.41.	
	Oct. 5	" " "	Harness,	2	5.07½, 5.08½.	
	" 11	" " "	"	1	2.31½, 2.30, 2.32.	
1853	" 14	" " "	Wagon,	1	2.40½, 2.36½, 2.38½, 2.40.	
	" 27	" " "	Harness,	1	2.39½, 2.36½, 2.39½, 2.44½.	

It will be seen from the above that Lady Suffolk was upon the turf nearly sixteen years, during which time she trotted in One Hundred and Sixty-One Races, winning Eighty-eight—and $35,011—and losing Seventy-Three.

I believe, Mr. P., your own dear self and "Acorn" were the first to discover the extraordinary powers of Lady Suffolk, while driving her to Comac, Long Island, in 1837; and I have been told that it was by your advice that her owner entered her for a purse on the Beacon Course in June of the following year, when she gave such promise of speed and endurance as to obtain the admiration of all present who were capable of judging.

The summary designates clearly the course of her travels, from Babylon through ten States of the Union; but it is deemed an act of justice to the Lady to state that her trainer, driver, and *intimate friend*, Mr. David Bryan, on their arrival at New Orleans in 1851, was unable to attend to her on account of sickness; and although Mr. C. S. Ellis, an accomplished trainer, had her in charge, she seemed to lose her accustomed spirit, and to droop with her old master, who died there, leaving his mare in charge of Mr. Ellis.

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At the sale of the effects of the late David Bryan, Lady Suffolk, I believe, was purchased by Messrs. Shaw and White, then lessees of the Union Course. In the latter part of 1853, she was purchased by D. Edgar Hill, of Bridport, when she was put in the stud and bred to Black Hawk, and prematurely dropped a foal to him in 1854.

In February last, a most excellent likeness of the Lady—so represented by a correspondent of the "Spirit"—was taken on canvas, which her owner intended to have lithographed, and on the 7th of March, as if this noble old mare considered that her mission had ended with the taking of her portrait, she died in the stable of one who knew how to value her past services. But I cannot do better than copy "Peter Basswood's" letter from the "Spirit" of the 17th of March, and close;—

LADY SUFFOLK IS DEAD!

"Death, cold usurer, hath seized his bonded debtor."

She died at Edgar Hill's, Bridport, Vt., on the 7th of March, in what Mr. Hill supposed to be a fit, as she was in apparent health but a short time before she died; Mr. H. was in the stable when she fell to stand no more. Thus passed from the turf to a resting place beneath it, an old familiar. We shall see "The Gray Mare" no more, but her deeds are recorded in the archives of the "Spirit," and will live long after the epitaph of your humble scribbler shall be written; and when our hair shall have grown as white as hers that were once gray, we shall look back through the distance to the deeds that she performed on the Beacon, the Centreville, the Union, the Hunting Park, and Cambridge Courses, for

"There's a feeling within us that loves to revert
To the merry old times that are gone."

P. S.—Since the above was written, I have been informed that Mr. White, of Saratoga, was the owner of Lady Suffolk from the time she left "the Island" till her death, and that he merely sent her to Mr. Hill to be bred to Black Hawk.

From the New York Spirit of the Times.

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But now, having done our duty to the honored dead, let us resume the thread of that year's proceedings, which was doubly signalized by her departure from the turf, the first great victories of the one and the first appearance of the other of her most brilliant successors—Tacony and Flora Temple.

And first, of Tacony, whose earliest efforts I recorded in the summary of the last year.

He came out in this, like a giant refreshed by slumber, and burst at once into celebrity.

Tacony won in 1852, no less than twelve times, beating all the best horses of the day; Lady Suffolk thrice; Lady Brooks four times; Zachary Taylor four times; Pelham, Lady Jane, Lady Moscow, Jack Rossiter and John Tonnelly.

He did his single mile as low as 2.26, the best time as yet made; 2.27½, and 2.28 on several occasions—his two miles under the saddle in 5.02—5.05,—and in harness in 5.07¾—5.08¾. He was beaten twice only; by Lady Jane, who continued to run on, a stout, honest mare, two-mile heats in wagons, the horse taking the first heat; and by Zachary Taylor, the best three in five, in wagons, the wagon and driver to weigh 400 lbs. Tacony won the second and fourth, Zachary the first, third, and fifth heats.

This was justly considered excellent work for the second campaign of a green horse, whatever his promise.

Zachary Taylor and Lady Jane did the next best, and a number of other horses of old note held their places with credit, as Chatauque Chief, St. Lawrence, Rhode Island, and others.

In this, and the two last years, had been trotting that remarkably beautiful and very highly-bred stallion, Kemble Jackson, who afterwards showed vast speed, and who is said to have been, in Hiram Woodruff's opinion, the fastest *young* horse he ever drove.

This fine stallion unfortunately died in his ninth year, before he had attained his prime; for, as it is well known, trotting horses continually train *on*, in their speed, for reasons to be given hereafter, as they advance in years, until their frames have actually begun to decline.

I am induced to give the true pedigree of this horse, in this place, so far as it is ascertained, in consequence of there having

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recently appeared in "Porter's Spirit of the Times," where it might be taken as authoritative, a mass of stupid forgery; which, as it must be immediately detected, would tend to injure his repute.

This pedigree states that "Fanny Kemble, the dam of Kemble Jackson, was *own sister* to Miller's Damsel, the dam of American Eclipse, and got by Duroc, sire of American Eclipse."

According to this farrago of nonsense, American Eclipse was the son of his own half-sister. Did any man ever hear the like?

Miller's Damsel was by Messenger, out of the Pot8os mare, dam by Gimcrack, out of Hebe, by Snap—concerning whom there existed so long a doubt recently solved. So far was Fanny Kemble from being the daughter of the Pot8os mare, that the Pot8os mare was dead nearly twenty years before the distinguished lady, from whom the dam of Kemble Jackson took her name, was born—much more before her name was known on this side of the Atlantic.

The truth is as follows,—

Kemble Jackson was got by Andrew Jackson—dam Fanny Kemble, sister to Charles Kemble, by Sir Archy; gd. Maria, by Gallatin; g. gd. by Simms's Wildair; g. g. gd. by Moreton's Traveller, out of an imported mare.

Fanny Kemble was, therefore, perfectly thoroughbred, although she had no more relationship to Miller's Damsel than she had to Queen Pomare.

Andrew Jackson, the most celebrated trotting stallion of his day, was got by Young Bashaw, out of a grand-daughter of Messenger. Young Bashaw was by the imported Tripolitan Barb, Grand Bashaw, his dam, a daughter, said to be thoroughbred, of Messenger.

This blood is good enough, one would think, to content any one; as Andrew Jackson himself had at least three-fourths of thoroughblood, and Kemble Jackson, the son of a thoroughbred mare, consequently had, at the most, but one-eighth of common blood in his veins.

But to proceed; in this same year appeared Ethan Allen,

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also a very fine and fast-trotting stallion, the pride of what is called the "Morgan breed," and a horse of undeniable merit.

He was got by the Morgan Black Hawk, dam a medium size white mare, said to be of the Messenger breed.

Black Hawk was got by Sherman Morgan, his dam a fast black mare, said to be an English half-bred.

Sherman was son of the original or Justin Morgan, out of a mare variously said to be of a "Spanish breed," and an imported English saddle mare.

Ethan Allen trotted this year, mile-heats, in harness, for a purse of $15 for 3 years old, against Chazy, a filly, and a chestnut gelding, at the Clinton Co. Fair, N. Y., and won the purse in 3.20—3.21. This is noticed, not on account of the time, but in view of the celebrity of the animal, who is now claimed to be the fastest trotting stallion in the world.

This year, also, appeared Flora Temple, who, so far as present appearances can be held to justify predictions, seems destined to succeed to the place lately vacated by Lady Suffolk.

In this place I shall say nothing of her pretended pedigree, for that will come in due course with a memoir, to which her distinction entitles her, and which will follow this branch of my subject.

Flora won, this year, her first on the regular turf, although she had won a private match on the Red House track, at Harlem, and one, likewise, on the Union Course, three times, winning every time she started, although she was once drawn, in a purse and sweepstakes won by Lady Brooks; Pet, War Eagle, George West, and Flora Temple entered, the first two only starting for the stakes.

Her first trot was mile-heats, best three in five, for a purse and sweepstakes, in harness. In this she beat Brown Jim three straight heats, in 2.43—2.41—2.43. She also beat Young Dutchman a match of mile-heats, three in five, in 2.40—2.39—3.36—and, in December of the same season, Centreville, the same match, in 250 lbs. wagons—all these races she won without losing so much as a single heat. But the time was not particularly good, and she had, as yet, excited but little attention.

Another barbarous time-match—the most barbarous yet!—disgraces the annals of this year. "The spotted mare Anna

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Bishop," it is thus curtly related in the Spirit, " was backed to do one hundred miles in nine hours; she started, and, after doing forty-nine miles in four hours and eleven minutes, broke down!"

The register does not give the name of the perpetrator of this savage atrocity, or I should rejoice to pillory it; nor is it stated what became of the unfortunate animal, which must have been a good one to do so much before she broke down, lamed for life probably, if not killed outright.

In 1853, the interest of the season centres wholly in Flora and Tacony, the former, however, playing, very decidedly, the secondary part.

The little bay mare was seventeen times victorious over all the best horses of the season; beating Tacony seven times, at one and two-mile heats; Black Douglass twice; Rhode Island three times; Highland Maid twice; Mountain Maid twice; Katy Darling twice; Lady Vernon, Lady Brooks, and Young Dutchman to make up the tale, hardly losing a heat in the whole performances. Her best time was 2.27 and 2.28 at mile-heats, both on several occasions, and at four-mile heats 5.01½—4.59—the best on record. She had at once started up into a prodigy. She lost four races only, one to Black Douglas, one to Green Mountain Maid, and two to Tacony, who battled it out with her with courage, if not with success, equal to her own.

Tacony, though no longer the champion, maintained his credit more than gallantly, beating Flora twice, as has been stated; and Mac, who reappeared very strongly this season, four times, one in the best time on record, under the saddle. He was beaten six times by Flora, and thrice by Mac. His best winning time, 2.25½, at two miles, repeated in two consecutive heats, was a minute better than Lady Suffolk's best, 2.26½; and he put Flora up to 4.59—5.01½, to beat him in wagons, at two miles.

To show how much horses had gained on time, recently, 2.27, only one min. less than the best yet, 2.26, was made seven times; by Dolly Spanker thrice, Flora twice, and Tacony once; and Lady Suffolk's best time, 2.26½, was equalled by Tecumseh, and beaten a minute by Tacony against Mac.

There was much excellent trotting this year, and horses of

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merit deserving mention, too many to be recorded in a mere summary of events such as this.

I must not, however, omit—in order to record my disapprobation of them—to mention two ten-mile matches in harness, between the same horses. First, the ch. g. Prince, by Woodpecker, a trotter, and the gr. g. Hero, pedigree unknown, a pacer.

The fastest mile was done in 2.38½, the slowest in 3.12½, the whole time in 28.08½. No injury occurred to either horse; but that is no justification of these long matches,—which, having the probability before my eyes of being set down as an old fogy and anti-progressive, I regard as both useless and cruel.

Second, the same horses, with the same result, except that Hero was distanced—what is the distance in ten miles *non constat.* Fastest mile, 2.33½; slowest, 6.19; whole time, 35.18.

On November 12th came off the crowning cruelty of the American trotting course.

An old, good, honest, well-known roadster, bred in Orange County, and having a good deal of blood, was *driven to death for the sum of four thousand dollars*, which his backers, I regret to say, realized by their merciless barbarity.

He was backed to do 100 miles in 9 hours, and did it. The total time announced by the judges was 8.55.53. I now quote from the Turf Register of the year.

"At the conclusion of this immense performance, the horse did not seem unusually distressed. He was warmly clothed—and *bled*, as we hear—carefully nursed, and every possible attention paid to him; though he "came about" a little the following day, we regret to learn that he gradually sunk, and on Monday breathed his last. No attempt, we trust, will be made to rival this performance. 'A merciful man is merciful to his beast.'"

This passage deserves some remark. The feeling is all that could be wished, although the condemnation is not sufficiently strong; for, be it observed, that a word of rebuke in a journal devoted to sporting, is of more weight with sporting characters, as they call themselves, than a column from other sources, which they either do not see, or regard as old fogy and straitlaced.

Next, as to the race and its results; first, I would ask, was

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ever any horse distressed, according to the report of his performance. Secondly, what is the meaning of the word *usually*, in reference to an event never accomplished before.

Lastly, I would say, that if this unhappy horse were bled, as it is stated he was, the bleeding was in all probability the immediate cause of his death. In such cases, nine times out of ten, exhaustion, not plethory, is the result of such efforts as this; and in this case, every thing indicates that the animal was so totally overdone and outworn, that the whole system collapsed, and that nature failed in recuperative power. In such a case, to take one drop of blood would be as surely fatal as to blow out the creature's brains. A drench of hot, spiced ale, followed by mashes, and a cordial ball of camphor, condiments, &c., &c., would have been far more rational treatment. Nothing, however, could probably have done any good; the rather as he was an old horse; nor, probably, had he recovered, would it have done him any good, as in all human likelihood his savage proprietors would have backed him, the next week, to trot 100 miles in eight hours and a half, and so driven him to death any how.

It is to be wished that sporting periodicals, instead of heralding these things "as wonderful performances," which leads unthinking persons to regard them as something very fine and worthy of imitation, would either record them as unsportsmanlike acts of cruelty, worthy only of costermongers and the low fancy, or let them go wholly unrecorded.

I omitted above to mention, in its proper place, the extraordinary trot of Kemble Jackson, the ch. stallion, whose pedigree was given in the history of the events of 1852. It is as follows;

Wednesday, June 1.—Purse and stake, $4,000—three-mile heats—to 250 lb. wagons.

H. Woodruff's ch. h. Kemble Jackson,	1	1
W. S. Abraham's b. g. O'Blenis,	2	2
J. Nelson's br. m. Boston Girl,	5	3
H. Jones's b. g. Pet,	3	4
C. Brooks's b. m. Tola,	4	5
S. Spicer's b. g. Honest John,	6	6

FIRST HEAT.		SECOND HEAT.	
Time—first mile,	2.41	Time—first mile,	2.41
" second "	2.39½	" second "	2.39
" third "	2.42½	" third "	2.44½
Total time,	8.08	Total time,	8.04½

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This is, thus far, the best time on record at three-mile heats, as was Flora's, recorded above, the best of two-mile heats. Credit enough for the year '53.

During the spring of 1854, Flora did not appear after January 31, when she met Green Mountain Maid at New Orleans, being sold into private hands; consequently she appeared in all but four times during the year, not being in training until October. Of her four races she won three, being beaten once by Green Mountain Maid, which she paid off a few days after by laying her out in two straight heats. She also beat Mac, who had forced Tacony to his terrible time, the best three in five, in three straight heats, also Jack Walters. In fact, to her this year is all but lost.

Tacony did himself no credit this year; receiving forfeit once from Lantern, and getting himself beaten twice by Grey Eddy and once by Mac.

Mac beat Tacony once, and Know-Nothing twice, of whom more anon. He was himself beaten by Lady Flora and Grey Eddy, who trotted, a wonderfully good horse, in this, his first year, winning five trots, without getting beaten once, against such horses as True John; Tacony twice; Mac; and Highland Maid twice. There was a great deal of good trotting this season, by many horses, who, in a few years, would have been considered first-rate animals and wonders; but the speed of trotters had come to be so wonderfully increased since 1818, when it was odds against any horse being found in America to do his mile on a trot within three minutes, that now one hardly looked at a 2.30 horse, or cared to record time slower than 2.27 or 28 for a mile, or 5.00 for two miles; such was the progress of horseflesh in so few years.

There appeared, however, on the course, two or three new horses, two of them of sufficient note to deserve more than a passing notice.

One of these, it is believed, had trotted a year or two earlier, but it is impossible to ascertain, owing to the stupid and dishonest practice of changing names—a practice which I am persuaded arose from a tricky system of starting tried horses, in new places, as untried horses, and in getting bets out of flats.

The horse in question, one of the best to-day on the turf,

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the slapping black gelding, who has made such splendid contests with Flora Temple, trots now under a different name from that which he claimed in 1853; before that he is known to have had one or two aliases. He was at the first called Black Dan—which one would suppose was a good enough name for any horse, man, or *snob*—but one of the last was found, who, I suppose, incapable of discerning the man through the fogs of filthy politics, not content with the title of the greatest statesman and man of his day, changed it to the two-penny bye-word Know-Nothing.

Leaving his name out of the question, however, which is no business of mine—and to which I have only alluded in order to explain my inability to fix this year as the first, second, third, fourth, or any other given number, of his performance, he is a right good horse. His name was last year Lancet, perhaps next year it will be Gouge, or Chisel, there's no saying!

Know-Nothing, then, in 1854 trotted seven or *eight* times; for I have some doubts whether the same horse has not run and won under yet other names on other courses.

All his other trots were made at Boston, and in them he beat the Black Hawk maid four times, and Blue Morgan once. These were well-tried, good horses, but *slow* as the times go, of the Morgan stock, rarely getting below the 40s., or the top of the 30s. His best time in any of these matches was 2.36; 2.36; 2.37; which is nothing to brag of. He was beaten twice by Mac, and put him up to 2.35; 2.32, and 2.38; 2.34, to win; so that he rather gained than lost by his defeats.

Black Dan, Know-Nothing, or Lancet, as he is to be henceforth called, was got by the Bridport, or Hill's Black Hawk, commonly known as Vermont Black Hawk, in order to distinguished him from Long Island Black Hawk, the son of Bashaw. Hill's Black Hawk was by Sherman, son of the Justin Morgan, out of an English mare, reported to be half-bred. Lancet's dam is "Old Squaw"—a mare said to have some English blood, and supposed to be got by an imported horse called Lee Boo, in Canada.

The other great event of this year, however, was the debut of the magnificent pacing mare Pocahontas, one of the most superb, and, to use a word well applied by a eulogist to that

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noble horse Grey Eagle—most *sumptuous* animal, as well as the fastest of the day.

Pocahontas is a rich chestnut mare, nearly sixteen hands in height, with a superb crest, and the highest and thinnest withers I have seen in America. She was foaled in 1846, and was consequently eight years old at the time of her matches, which came off at New Orleans.

She is, as her appearance shows, very highly bred. She was got by a thoroughbred horse, well known in Ohio, and famous as a getter of fine and fast road stock, under the name of Shepherd's Cadmus—a chestnut horse by American Eclipse, dam Di. Vernon by Florizel, g. d. by Ogle's Oscar, gd. by Hero, &c.

Florizel was an imported horse by the famous Florizel, out of a Cygnet mare, gd. by Cartouch, g. gd. Ebony, g. g. gd. Old Ebony, by Basto, &c.

"Ogle's" Oscar was by imp. Gabriel, dam Vixen by old Medley, gd. Penelope by Yorick, gd. by old Ranter, g. gd. by Gift, &c.

Hero was by old Yorick, d. by Careless, &c.

It is useless to pursue this pedigree farther, as it is one of the clearest and best in America, all the horses named being of undoubted blood. Cadmus, it is said, was sixteen hands high and well proportioned.

The mother of Pocahontas was a bay mare fifteen and a half hands high, well put up, with powerful muscles, and a natural trotter.

She was got by imp. Shakspere; he by Smolensko, out of Charming Molly, by Rubens, &c.

The grand-dam of Pocahontas was a good road mare, her pedigree unknown. I am indebted for these particulars to my friend Dr. J. S. Unzicker, of Cincinnati, Ohio, who procured them from the gentleman who first purchased her out of a team, struck by her show and style.

She is, it will be perceived, certainly three parts of pure blood, and of such blood as is in but few race-horses' veins, American Eclipse, Sir Archy, Herod, Smolensko, Sorcerer, the Godolphin. I am happy to present my readers with a fine portrait of

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this noble animal during her great match with Hero, from the pencil of Maurer, and the burin of Hinshelwood.

She went three times, a match and two purses, in 1854; all of which she won, at New Orleans, against the roan gelding Silvertail twice; Tecumseh and Dolly Spanker, the last in 2.20; 2.25; 2.20; admirable time, which she was, however, herself to outdo thereafter.

There were two twenty, and one ten-mile matches in harness, but with no notable result, no great time made, and no horses, I believe, butchered.

In 1855, Flora Temple went eight times, and received forfeit once. She beat Know-Nothing, Sontag, Lady Franklin, Chicago Jack, and Mac, and Hero the pacer, once each. Frank Forester twice. She was beaten once by Sontag, in three straight heats, in 2.31; 2.33; 2.35. Sufficient proof, say her friends, that she was amiss. That does not, however, follow, for, without being amiss, horses, and mares, yet more often, will go better one time than another. There is no doubt, however, that she was the better mare, though not on that day, and that she could make better time. She soon afterward beat Sontag easily enough.

Know-Nothing did not shine this year. He won three times; against the mare of 2.22, myth, Tib Hinman, who came very short, on this occasion, of doing *that* or any other decent time, not being able to put Know-Nothing to a better pace than 2.41; 2.43½; 2.42½; 2.49; against Sag Nicht, half a mile; and against Tacony, who only got him up to 2.38.

He was beaten twice by Chicago Jack, of whom more anon; once by Flora Temple; once by Paddy Gill, and once by Tib Hinman.

Tacony was out five times, won twice of Mac, and Belle of Saratoga, recieved forfeit from Sontag, and was beaten by Belle of Saratoga, and Frank Forester—best time 2.30½.

Chicago Jack did capital work for a new beginner, in his second year only; he won five times, beating Know-Nothing twice, the second in 2.27½; 2.29; 2.27½; 2.30; also Murdock, Belle of Saratoga, and Lady Litchfield. He was beaten four times by Belle of Saratoga, a good mare, Flora Temple, in company with Mac, over whom he came in second; and twice

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by Lady Franklin, a very excellent, honest mare, and a winner, this season, of six purses.

A great many other horses did excellent work this year, although not quite first-rate, although a few years ago it would have been considered not only first-rate, but prodigious.

The mare Tib Hinman must not be forgotten. She is set down in the Register as twice a winner. The first time beating the Belle of Ogdensburgh, and three others, 2.22; 2.27; 2.27; to which the Register very properly appends a (?) query. It might have added admiration stops ad libitum, and no one would have objected.

The trot was on the ice for $500, the best three in five, won by Tib Hinman, in three heats. In the heat done at 2.22 no one of the five horses was distanced! This, of course, alone, settles the question. The second heat, 2.27, three were distanced; and the third, in 2.25, no horse distanced.

It is amazing that no note should be appended to this monstrous myth, in the Register, although the utter fallacy of the statement was exposed in the Spirit of the Times. Like a subsequent allegation of wonderful ice-speed, in this present season, at Chicago, it rested on mere guesswork.

The track was straight, and the timing was done by signal and calculation.

The following real time, which Tib made afterward, shows pretty conclusively what sort of timing was used on the ice.

Cambridge Park, May 22, mile heats, best three in five, to wagons. Know-Nothing beat Tib Hinman, 2.41; 2.43½; 2.42½; 2.49.

Chicago, Ill., Aug. 21, mile heats, best three in five, in harness.

Chatauque Chief,	2	2	1	1	1
Reindeer,	1	1	2	3	2
Tib Hinman,	3	3	3	2	3
Black Ralph,	4	4	4	4	4

Time, 2.41; 2.43½; 2.43; 2.44; 2.45.

Same course, August 25, she was again beat by Chatauque Chief, and Fanny Wood, two-mile heats in harness, in 5.29; 5.27. None of which certainly looks very like 2.22; 2.27; 2.25. But such nonsense requires no confutation.

There were a number of the abominable long races and time matches this year.

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First, the ch. g. Trustee Senior and Spangle trotted twenty miles; the winner in 1h. 5m. 59s.; the loser in 1h. 6m. ½s.

Then the same horse, Spangle was backed to do fifty miles in four hours, wagon and driver to weigh 400 lbs. which he won, doing the distance in 3h. 59m. 14s.

One month after this, the same horses, Trustee Senior, and Spangle, went ten miles, as before, to wagons, which was done a little over the half hour, in 30m. 29½s.

On the 24th of May, with a fatuity inconceivable, if only in a pecuniary view, with so valuable an animal at stake, Flora Temple was started to do twenty miles within the hour. What follows I quote from the Turf Register of the year;—"In the eighth round she cast a shoe, and cut herself rather severely, and from this out her speed began to decrease, until the close of the twelfth mile, when her backers, *seeing* she had not a chance, withdrew her and gave up the match!"

This needs no comment. The agony of the wounded animal, whose speed began to decrease from the moment of the mutilation, had no effect on the flinty hearts of the backers, until they saw *that she had not a chance.* If she had had a chance, on she must have gone. If she could have won, she would have been made to win—lame or sound—live or die! Though one would have thought that Flora Temple's life, if insured against such wanton risks as this, was worth more than five thousand dollars.

A few days after this, July 12th, Lady Fulton was backed to perform the same match, and won it, doing the twenty miles in 59m. 55s.

This mare and Trustee, the son of thoroughbred Trustee and Fanny Pullen—who must not be confounded with the Trustee Senior, mentioned above, also, I believe, by the same sire—are the only two animals who have accomplished this prodigious effort.

It ought never, again, to be attempted. It is a mere matter of physical endurance. A mere trial of what a horse *can* do without dying. There are hundreds of horses who can do the pace for a distance, and who *will* stay the distance as long as they can, and that their owners know. The only question is what distance can they stay, without death ensuing. It is enough

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to say that for every one horse who does it and lives, twenty will die in doing it, and as many more, after it is done.

Such trials can answer no purpose whatever, and ought to be discountenanced by all true sportsmen and lovers of the horse, and—in my opinion—to be declared a high misdemeanor at law.

There was also this year a fine double-team match, between Lantern and Whalebone, bay and chestnut geldings; and Alice Gray and Stella, gray and black mares; mile heats, over the Union Course, June 5th.

The horses were driven by George Spicer, the mares by Hiram Woodruff—time, 2.46½.—2.42.

An exceedingly spirited engraving by Mr. R. Hinshelwood, from the design of Mr. L. Maurer, representing the start, will be found in this volume.

The great feat, however, of this season, which I have saved to the last, in order that, like the autumn forest of America, it may die in a blaze of glory, is the pacing match of Pocahontas, the mare described above, and Hero, whom she distanced in the first heat, to wagons, wagon and driver to weigh 265 lbs., in the unparalleled time of 2.17.

The year 1856 was distinguished on the trotting turf, chiefly by the contests of Flora and Lancet, on whom was concentrated, especially, the interest of the season, although there was much excellent trotting, and an increase, both in the number of horses and of places devoted to this popular amusement, fully equal to that of the preceding year.

To show how great that increase has been, it will be enough to mention, that, whereas in 1845 the Turf Register contains fourteen pages of trotting records, in large type, averaging about eight trots to the page, this, for 1856, contains 36 pages, averaging twelve trots—these of course only regular contests for purses or matches on well-known public courses; that, whereas in 1845 the whole number of trotting horses which started, named and unnamed, in the United States and Canada, were but 137, of whom 55 were winners; in 1856 there started 610 horses, named and unnamed, of whom 259 won prizes of some sort —and, lastly, that whereas, in 1845, there were sixteen places of sport in all the United States and Canada, there were sixty-four

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in 1856, thus distributed;—in New York, twenty-one; Canada, six; Wisconsin, six; California, four; Ohio, four; Massachusetts, three; Kentucky, New Hampshire, Pennsylvania, Vermont and Virginia, each two; and Alabama, Connecticut, Illinois, Iowa, Louisiana, Michigan, Minnesota, New Jersey, Rhode Island, and Tennessee, each one. There is, I believe, also a trotting course at Bangor, in Maine, although no report of it has found its way into the Register.

The above summary will serve also to show in what portions of the United States trotting is taking the greatest hold on the popular taste; in the far West, mainly, and California, next to New York, and in Canada scarcely less than in the States, where it is most popular.

Beside the regular courses, it has also become a feature in most of the Agricultural Societies to have a trotting track in connection with their exhibitions, and on several of them purses have been given to the fastest, as well as to the finest animals.

Flora Temple started this year eleven times. She won nine purses and nine matches, beating Lancet four times in harness, her best time against him—2.30½—2.30—2.29;—Tacony three times in harness, against his saddle, distancing him the last match in the unequalled time of 2.24½. Chicago Jack, in harness against his saddle; and Ethan Allen, who was believed to be the fastest bit of horse-flesh going, and able to take down any thing—at least by his owners and by Eastern sportsmen generally, with the greatest possible ease, at the Agricultural Fair at Boston, in 2.32½—2.36½.

On the other hand, she was twice beaten by Lancet, he going under the saddle, she in harness, in 2.28—2.28—2.25½; and the second time in 2.29—2.29—2.30.

This last was considered by many persons to be the mare's greatest performance, as the course was very deep in mud, and the match was done in the teeth of a gale of wind and torrents of rain, to face which was in itself deemed an achievement.

Lancet started ten times; six times as Lancet, five as Know-Nothing;—a shuffling absurdity this change of names, which cannot be too strongly reprobated!

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As Lancet he won twice of Flora Temple, and was defeated by her four times, as above. Under the name of Know-Nothing he won twice, beating Chicago Jack and Nelly, and two others, and was beaten twice by Chicago Jack.

He is a fine slashing black gelding, though in past years he has been reported as a brown, and is well bred. Good sport is expected of him the coming summer, as it is believed that, like Tacony, he will make an effort to retrieve his laurels of the mare.

Tacony started six times, but with little success, winning twice only, against Chicago and Zachary Taylor, and losing four times, to Flora thrice, and once to Lady Moscow; still he cannot be said to have lost caste or to have shown himself other than a good horse, since he was beaten only by animals of the highest character.

Chicago Jack, Lantern and Lady Moscow, the latter a most stanch and honest mare on the turf, now in her tenth season on the trotting course, all distinguished themselves, and did good work.

Tib Hinman, the mare, concerning whom the prodigious story was circulated in 1855, about the trot on the ice at Ogdensburgh, in 2.22, trotted creditably this year, winning five times out of seven trots for which she started, but against no first-rate horses, except Lady Moscow, and in no time which gives the smallest reason for believing that she ever went within eight or ten seconds of that rate, her best race this season being 2.32—2.31—2.32—2.34—2.36 against Miller's Damsel.

There were three ten-mile matches this season, by Cincinnati against McComb's double team in 41.50. Duchess against Boston Girl and Racker in 29.17, and Gipsey Queen against Olive Rose, in 31.05. One match to go six miles and one hundred and fifty-two rods—eight hundred and thirty-six yards—with two men weighing three hundred and sixty pounds, in a sleigh, in twenty-five minutes—was won by Nelly Bly in 23.08; and two five-mile matches were won by Jessie Fremont against James Buchanan—a curious collocation of names!—in 16.15—and by a bay mare of D. Pifer's against Hiram Woodruff's black horse, in 18.30.

As I do not propose to attempt any notice of the early trots

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of this present season, since it will not be possible to do more than commence the subject, I shall close this brief and necessarily incomplete sketch of the origin, rise, and present condition of the Trotting Turf of America, with a memoir up to the present date of Flora Temple, with so much of her pedigree as is attainable, her performances, and a description of her appearance, together with the pedigrees of one or two trotting horses which are distinctly ascertained.

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MEMOIR

OF FLORA TEMPLE.

HER PEDIGREE, CHARACTERISTICS, AND PERFORMANCES.

It was not until this remarkable mare had obtained celebrity, from her extraordinary speed and steadiness, that any efforts were made to ascertain her pedigree or descent.

On demand, however, being made for information concerning her descent, by the editors of "Porter's Spirit of the Times," there was sent to, and published in that paper, probably the most impudent, and at the same time stupidest forgery, *sworn* to by six individuals, whose name it is not worth the while to publish, which runs as follows ;—

Madame Temple, the dam of Flora, was foaled the property of Elisha Peck, Esq., of Waterville, Oneida Co., N. Y., in the spring of 1840. Her dam was a small but fleet mare. Madame Temple was *sired*"—got—"*by a spotted Arabian* stallion, brought from Dutchess county, and owned by Horace Terry, Esq."

So far, probably, this is all true, except as regards the *spotted Arabian stallion;* and this is, probably, a blunder of ignorant stupidity, not an attempt to deceive ; since we are told a few lines later, that this *spotted Arabian stallion*, who is described as a "strong, restless, fast-trotting horse," is *said* to have been got by a full-blood Arabian stallion, on Long Island—without stating *what* stallion, or out of what mare. This shows that the

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swearers to this notable pedigree had not a conception what an Arabian stallion is. Therefore, they stand acquitted here of fraud.

All that appears tangibly thus far, on the side of Flora's dam, is this—that she was got by a spotted trotting stallion, about whom nothing is known, but who is said by common rumor to be the son of some Arabian or other, out of a Long Island common mare. Flora's grandam is not pretended to be other than a common country mare.

When we come, however, to the father's side, we find a pedigree cooked up alternately out of the American and English stud-books, displaying a mixture of ignorance and cunning rarely to be paralleled, and, with scarcely a step right from beginning to end, either in the American or English portions. Ignorance alone could not have done this, for by no natural blundering could such a mass of heterogeneous blunders have been brought about.

So strange is the labyrinth, that even the practised eye of that admirable sporting writer "Observer," misled, perhaps, by a couple of false prints in the columns of the Spirit, although he saw at a glance that the pedigree is false and worthless, failed to detect the forgery or find the clue.

It runs thus,—

Flora's sire was "One-eyed Kentucky Hunter," his dam, a chestnut Sir Henry mare, was brought from Kentucky to East Hartford, Oneida County, N. Y., where Kentucky Hunter was foaled." He was the son of "Old Kentucky Hunter." "Old Kentucky Hunter was got by Old Highlander, out of Col. Tallmadge's full-bred mare, Nancy Dawson," no sire given—"grand dam Dido, who was got by the full-bred horse King Fergus, from a full-bred mare of Sir Peter Teazle."

Note here, that out of seven Nancy Dawsons in the American Stud-book—Edgar's—not one is out of Dido—that out of five Didos in the American Stud-books, not one is by King Fergus, or out of a Sir Peter Teazle mare.

Note, also, that the only American horse, King Fergus, by Hyazim, out of Virgin, was not foaled until 1833, and therefore could not by any earthly means have been the g. g. g. grand sire of a mare foaled as Flora was, in 1845.

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But to proceed—

"Old Highlander, the sire of Kentucky Hunter, was got by Paymaster, son of Blake"—misprint for *Blank*. "His dam by Herod, his g. dam by Eclipse, his g. gd. by Ancestor"—another misprint for *Ancaster*—"son of Bolton Starling, his g. g. gd. by Wildair!!"

The only American horse, Highlander, is by Old Sharke, out of Young Selima—foaled 1796.

There are no such American horses, nor ever were, as Paymaster, Blank, Ancaster Starling, or Bolton Starling. *Wildair*, who was in America, is foisted into this tissue of folly and forgery, to give it an air of verisimilitude.

There was an *English* horse, Paymaster, by Blank. But his dam was not by Herod, nor his gd. by Eclipse, nor his g. gd. by Ancaster Starling, nor his g. g. gd. by Wildair, who, by the way, was not *foaled* until the Ancaster Starling was fifteen years old, which makes it *slightly* improbable that the Ancaster Starling should have got foals out of his, Wildair's, daughters.

Paymaster, by Blank, was out of Snapdragon, by Snap, gd. by Regulus g. gd. by Bartlett's Childers, g. gd. by Honeywood's Arabian, g. g. gd. dam of the two True Blues.

It is hardly necessary to add that Paymaster never came to America, nor got any colt named Highlander out of Nancy Dawson or any other mare.

The points which render the intention to deceive in this false pedigree unmistakable, is the mixing up of the names of horses known to be connected with American blood, as King Herod, the grandsire of Sir Archy—or to have been in America, as Wildair—mixing them up also out of sequence, and in defiance of date and order.

It may appear that this is breaking a butterfly upon the wheel—but no pain or labor are ever wasted in nailing to the counter so base a coin as a forged pedigree, or in exposing the rascality by which one is concocted.

It is so dangerous and so rapidly growing an evil, that, if stringent legislative means be not taken to prevent it, there will soon be no safety in breeding to any horse relying on any testimonial.

I may add that there was a fine gray English horse, High-

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lander, by Bourdeaux, dam Tetotum, by Matchem, g. g. dam Lady Bolingbroke, by Squirrel, &c., imported, as it is stated in a MS. note to Mr. C. H. Hall's stud-book, by an English gentleman, Mr. Harriot, who lived at Newark, N. J., and kept him there, where he got good stock. This horse could not, however, easily have had to do with Kentucky Hunter.

All, therefore, that we arrive at is this, that a horse called Kentucky Hunter was brought from that State to Oneida Co., N.Y., with an absurd, forged pedigree—for it is not to be supposed that the witnesses, who have stupidly mixed themselves up in the matter, are either parties in, or guilty of the forgery—that nothing whatever being even conjecturable concerning his pedigree, he got One-eyed Kentucky Hunter out of a mare, *said* to be by Sir Henry, her dam not described.

This One-eyed Kentucky Hunter got Flora Temple in 1845, out of a clever, well-formed, fast-trotting mare, Madame Temple, who, in her turn, was got by a horse concerning whom nothing at all is known, except that he was *not* what he is called, an Arabian, out of a country mare.

Divested of all mystery and falsification, nothing is known whatever about the mare's—Flora Temple—pedigree, beyond her sire and her dam.

It is most probable that the sire had *some* blood—what blood no one can conjecture—both from the region whence he came, Kentucky, long noted as a race-horse region, and from the character of his stock, which certainly show blood.

It is possible that Madame Temple may have had blood also, but that is far more doubtful; and the fact of the horse called an Arabian being spotted is against it. Spotting, unless it be red on a white ground, or black on a deep gray, is not an Arabian mark. White spotting on a bay ground is a Hanoverian or Holstein mark; and twenty years, or a little longer ago, the country was full of bay horses, white-spotted across the loins and quarters, of a very indifferent sort.

The truth is, that the question matters not, whichever way it is settled.

As "Observer" has well observed, Flora Temple's "merit rises above blood."

With trotters it is not as it is with thoroughbreds, in whom it is a blot ineradicable to have a drop of false blood—and a blot,

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too, which is sure to *crop out*, as the geologists say of strata, somewhere, at some time or other, to the detriment of the performance and pluck of the progeny.

It is admitted that the excellence of trotters is *sui generis*, and depends on no strain of blood; and the search for their pedigrees is more a matter of curiosity than of practical use.

The above, then, is all that can be ascertained now, probably that ever will be ascertained, concerned Flora's pedigree.

She was got by One-eyed Kentucky Hunter—who almost certainly had some good Kentucky thorough blood in his veins, but for regarding whom as a thoroughbred there are no grounds whatever—out of a mare, Madame Temple, who might or might not—the chances rather inclining to the *not*—have had some good blood.

Flora was foaled in 1845, the property of a Mr. Loomis, of Sangerfield, Oneida county, New York. She passed, while quite young, through several hands, and was at length sold to Messrs. Richardson & Kellogg, of Eaton, Madison co., N. York, who worked her at livery.

In the month of June, 1850, one of her owners taking a drove of cattle to New York, carried Flora with him, and on his way disposed of her for the sum of $175, to Mr. Velie, of Washington county, New York, who shortly afterward transferred her for double that sum to Mr. Geo. E. Perrin, of the city of New York, by whom she was constantly driven on the roads in the neighborhood of the city, and tried against the fast horses which are continually taking the air on the avenues, until he became well satisfied that he was the owner of something a little above the common.

Her first trial on a course was a match made between her and a fine horse known as Vanderburgh's gray stallion, for $500 a side, mile heats, the stallion to go to a 250 pounds wagon, the mare in harness.

It came off on Union Course, L. I., and was won easily in three heats by the mare, in very handsome style.

This match was not registered, and I record it on the authority of a very clever and agreeably-written series of papers entitled "Flora Temple; written in one of our office arm-chairs," published in Porter's Spirit of the Times, and understood to be from the pen of Mr. Geo. Wilkes.

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Flora Temple is a blood-bay mare, with black legs, mane, and tail, and no white marks. She stands only fourteen hands two inches high, but has enormous power, combined with great lightness. She has a good, bloodlike head, broad between the eyes, with a little of the Arab basin-face formation. A peculiarly long, sloping shoulder, and a set of legs and feet which are as near as may be to perfection.

One of her points, and a great one it is in any horse, and in her, doubtless, one of the great causes of her immense speed, so unusual to so small an animal, is this; that while she is very short in the saddle-place, she is very long below, which gives her the immense, low, long-reaching stride, for which she is as famous as for her quick gather. It is stated in the memoir I have above named, that the stroke of this wonderful little animal has, by actual measurement, been found to equal that of a sixteen hand horse.

The beautiful engraving of Flora Temple, which will be found in this volume, from the burin of Messrs. Capewell and Kimmel, designed by Mr. L. Maurer, is a faithful portrait of the "little treasure" in action, and well preserves her characteristics.

It may be as well to say here, in order to save misconstruction, that although her best time, 2.24½, is noted under the plate, that time was not made by her going, as she is here represented, in a skeleton wagon, but in a sulky, against Tacony, under saddle, whom she distanced.

I now proceed to furnish a regular table of her performances to the end of the year 1856, beyond which I do not pretend to carry this work. Where she won, the values of the purses are stated; where she lost, they are left blank.

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PERFORMANCES OF FLORA TEMPLE.

YEAR.	DATE.	COURSE.	HARNESS OR SADDLE.	Dist.	TIME.	AGAINST WHAT HORSES.	PRIZE.
1850 1851	Sept.* 9	Union Course, L. I. Was not in training, owing to an accident.	harness .	1	2.52. 2.55, 2.52, 2.49.	Whitehall and three others.	$ 50
1852	May 18	Union Course, L. I.	wagons .	1	2.38¼, 2.35, 2.36½,	Lady Brooks & Pet,	
	Oct. 13	Centreville, L. I. . .	harness .	1	2.43, 2.41, 2.43,	Brown Jem. . .	150
	Nov. 10	Union Course, L. I.	"	1	2.40, 2.39. 2.36.	Young Dutchman,	250
	Dec. 10	Centreville, L. I. . .	wagons, 250 lbs.	1	2.42, 2.46, 2.44,	Centreville . . .	500
1853	April 21	Hunting Park, Pa. .	harness .	1	2.35½, 2 30½, 2.35,	Black Douglass,	
	May 3	Union Course, L. I.	"	1	received forfeit,	Dutchman. . . .	1,000
	" 4	Centreville, L. I. . .	"	1	2.31½, 2.32, 2.33½,	Lady Brooks. .	1,000
	May 17	Hunting Park, Pa. .	"	1	2.32½, 2.35. 2.31½	Black Douglass	2,000
	June 15	Centreville, L. I. . .	wagons .	1	2.29, 2.27, 2.32,	Highland Maid	2,000
	" 28	" " "	harness .	1	2.28, 2.32, 2.32, 2.33. 2.31½, 2.35.	" "	2,000
	" 30	Union Course, L. I.	"	1	2.32. 2.32. 2 36,	Black Douglass	1,000
	July 14	" " "	"	1	2.28. 2.27. 2.29,	Tacony	
	" 19	" " "	"	2	4.59, 5.01½,	"	1,000
	" 26	Saratoga, N. Y. . . .	"	1	2.30, 2.31, 2.32,	"	1,000
	" 30	" " "	"	2	5.04, 5.10½,	"	1,000
	Aug. 9	Rochester, N. Y. . .	"	1	2.35, 2 31½, 2.30½, 2 30½,	"	
	" 12	" " "	wagons .	1	2.31½, 2.36½, 2.35½	"	1.000
	" 20	Utica, N. Y.	harness .	1	2 33½, 2 27, 2.28½,	"	1,000
	" 26	Saratoga, N. Y. . . .	"	1	2.29, 2.34, 2.34,	"	1,000
	Sept. 15	Hunting Park, Pa.	"	1	2.34, 2.32, 2.36,	Tacony	1,000
	Oct. 18	" " "	"	1	2.23, 2.33½, 2 34,	Lady Vernon, Mountain Maid,	1,000
	Nov. 29	Cincinnati, Ohio . .	wagons .	1	2.43, 2.40, 2.41,	Rhode Island,	250
	Dec. 3	Oakland Course, Ky.	"	1	2.45½, 2 42, 2.40, 2.40,	Rhode Island . Mountain Maid,	250
1854	Jan. 15	New Orleans, La. . .	harness .	1	2.39. 2.35½, 2.36, 2 36,	Green Mountain Maid,	
	" 30	" " "	"	2	5.07, 5.07,	" "	900
	Oct. 5	Union Course, L. I.	"	2	2.31½, 2 32, 2.33.	Mac	2,000
	" 18	Centreville, L. I. . .	"	1	2 33, 2.39, 2.37,	Jack Waters . .	2,000
1855	May 7	Union Course, L. I.	wagons, 300 lbs.	1	2.31, 2 33, 2.35,	Sontag	
	" 24	Centreville, L. I. . .	wagon .	20	Pulled up lame, 12th mile,	Time	
	June 26	Cambridge Park, Mass.	harness .	1	2.37, 243,	Know-Nothing, *alias* Lancet.	3,000
	July 6	Union Course, L. I.	wagons .	2	5.07, 5.27.	Sontag	2,000
	Sept. 11	Centreville, L. I. . .	"	2	5.12½, 5.11½,	Lady Franklin	2,000
	" 17	" " "	harnes .	1	2.29½, 2.31½, 2.34,	Chicago Jack, and Mac.	500
	" 20	" " "	wagons & drivers. 275 lbs.	2	5.15½, 5.17½,	Frank Forester, Chicago Jack, Miller's Damsel.	500
	Oct. 10	Union Course, L. I.	wagons .	2	Received forfeit,	Frank Forester	2,000
	" 17	Centreville, L. I. . .	harness .	2	4.59, 4.57, 5.21½	Hero—pacer—in a wagon,	2,000
1856	June 24	" " "	"	1	2.30½, 2.30, 2.30,	Chicago Jack, —saddle.	1,000
	July 2	" " "	"	1	Received forfeit,	Lancet	2,000
	" 2	" " "	"	1	2.30½, 2 30, 2.29,	"	honor.
	" 22	Union Course, L. I.	"	1	2.31½, 2.28½, 2.29½,	Tacony—saddle	1,000
	Aug. 5	" " "	wagon . .	2	Received forfeit	" "	1,000
	Sept. 2	" " "	harness .	1	2.24½, best time on record.	" "	1,000
	Oct. 8	Fashion Course, L. I.	"	1	2.33½, 2.34, 2.31,	Lancet	3,500
	" 23	Boston, Mass.	"	1	2.36½, 2.40½, 2.42,	"	1,000
	Nov. 5	" " "	"	1	2.32½, 2.36½,	Ethan Allen . .	1,000
					Winning in six years thirty-nine races, losing eight. Netting		46,85)

* This, her first trot, was made and recorded under the name of "Flora" alone.

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In regard to the vast sums of money won by Flora, it must be remarked that most of her trots were for matches at high prizes; and that the value of trotting purses has been greatly advanced of late years.

The following account of the match against Tacony, in which her prodigious time, 2.24½, was made, is from the columns of the New York Herald; and with it as a creditable *finale*, I close this brief sketch of the trotting turf of America, from its first inception to the present day.

There seems every probability that the next season will be rich in events; but before the cream of them shall have been gathered, this work will, *Deo volente*, be in the hands of my readers, so that I judge it best to close the record with the close of the bygone year.

"UNION COURSE, L. I.

"THE BEST TIME ON RECORD, 2.24½ IN HARNESS.—Another contest between those celebrated nags, Flora Temple and Tacony, came off for a stake of $1,000. The distance was mile heats; Flora Temple in harness and Tacony under the saddle. The race was won by Flora Temple in one heat, which she performed in the unprecedented time of 2.24½, distancing Tacony. This time is one second less than ever before made, either under the saddle or in harness.

"Tacony, down the back stretch and to the half-mile pole, went at a prodigious rate, evidently faster than the mare was going—the gait must have been somewhere in the neighborhood of 2.24 or less. If this had been continued without a break up, it would have been difficult for the mare to have beaten him in 2.24½—the time in which the heat was performed. At the rate at which Tacony went just previous to breaking, his rider had not power to retain the horse on his centre of gravity. This occurred in both instances, and both breaks were bad. It is this power of preserving the equilibrium in the horse that constitutes the skill of the rider and driver, and for which Hiram Woodruff is so deservedly celebrated.

"The attendance was rather slim, when we consider the celebrity of the horses, owing, no doubt, to the absence of sporting men from the city and the approaching Presidential election.

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The weather, however, was every thing that could be asked, and the drive out to the course was truly delightful. The trotting track, however, was not all that could have been desired, being rather dry and dusty to our mind, and did not compare favorably with its condition on some other occasions. Some persons, however, thought it just the thing, and they may have been right. Time is the proper test.

"Tacony, ridden by Warren Peabody, was the first to appear on the track, and as he jogged around, previous to the match, he looked uncommonly well, we thought, and capable of making as good time as on any former occasion. He is a fine specimen of the American trotting horse, very muscular, open gaited, and, in fact, possesses every requisite of the trotter. His rider, as he jogged along, seemed much at ease, and very confident of success, notwithstanding the extraordinary creature against whom he had to contend.

"Flora shortly afterwards made her appearance in harness, driven by her favorite driver, Hiram Woodruff, who declared after the race that she could beat a locomotive. She looked, as she appeared throughout the summer, extremely well, and jogged around the track as gayly as a cricket. Her friends were much pleased with her, and were ready to back her to any extent, 100 to 30 being current just before the start. She is a universal favorite, and since the days of Lady Suffolk no nag has stood higher in the estimation of sporting men than Flora Temple. They believe her invincible, and her race yesterday seems to justify that belief.

"THE RACE.

"Flora Temple won the inside position, and, at the second attempt, went off with the lead. She opened a gap of three or four lengths on the upper turn, and went to the quarter pole in thirty-seven seconds, with all that advantage. On the back stretch Tacony gained on her, and was closing very rapidly on her as they reached the half-mile pole—time 1.13. The mare now increased her speed, and carried Tacony to a break, from which he did not recover readily. Hiram perceiving the distance Tacony was behind, now tried to shut him out entirely,

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and make surety doubly sure. The pace of Flora then became truly astonishing, and she reached home from the half-mile pole in *one minute and eleven and a half seconds*, making the entire heat in 2.24½! After Tacony recovered from his first break, he made a gallant attempt to catch the mare, which resulted in another bad break, on the home stretch, from which he could not recover in time to save his distance. And so ended this long remembered trot of Flora Temple and Tacony.

The following is a summary;—

Tuesday, Sept. 8. Trotting match, $1,000, mile heats.

H. Woodruff named b. m. Flora Temple	1
W. Peabody named r. g. Tacony	dist.

Time, 2.24½!"

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PEDIGREE

OF TROTTING-HORSES.

It was my hope that I should be able to give my readers the complete and authentic pedigrees of several distinguished trotting-horses, which are believed to be nearly if not entirely thoroughbred. For although thorough blood is not a necessary cause of excellence to the trotter, as it is to the race-horse, there can be no doubt that both for speed and endurance it is an adjunct highly desirable.

This is rendered manifest by the known high and pure blood, on both sides, of many of the most celebrated horses which have ever trotted on American soil, and, if possible, yet more so by the attempts constantly made by the owners of trotting-horses not thoroughbred, to prove them to be what they are not.

A few, however, and those the very best, are known to be of the highest strain.

Paul Pry was got by Mount Holly, dam by Hambletonian.

Abdallah and Messenger, trotting stallions, by Mambrino, also a trotter, by Messenger.

Andrew Jackson, whose pedigree is given above in full, was got by Young Bashaw, a thoroughbred son of the Barb Grand Bashaw, out of a grand-daughter of Messenger.

Kemble Jackson was got by Andrew Jackson out of Fanny Kemble, sister to Charles Kemble, by Sir Archy, &c., &c., perfectly thoroughbred of the highest strain.

Long Island Black Hawk was by Andrew Jackson, out of Sally Miller, a famous trotting-mare, who was got by Mambrino, a half-bred son of Messenger

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Young, or Vernol's Black Hawk, is by Black Hawk, his dam by Old Kentucky Whip, his great grand dam on the female side, the famous trotting Shakespere mare.

Lady Suffolk was by Engineer, a thoroughbred son of Engineer by Messenger—her dam by Plato, also a son of Messenger.

Awful was by thoroughbred American Boy, I believe, out of a thoroughbred mare.

Trustee was by imported Trustee out of the trotting-mare Fanny Pullen, believed to be of good blood.

Pocahontas is by thoroughbred Cadmus, out of an, at least, half-bred Shakespere mare.

And, lastly, the Morgans claim to be descended from thorough blood, although the claim cannot be proved.

PEDIGREE OF THE MORGANS.*

I have just ascertained a fact, which deserves to be recorded here, as it absolutely sets at rest the question of True Briton's parentage by the imported horse, Moreton's Traveller.

Traveller was foaled by Bay Bloody Buttocks to Mr. Croft's Partner, in one of the years 1745–'6, or '7. The American Stud Book says *about* 1748; but in 1748 she *missed* to Croft's Partner, and, in 1749, bore her last colt to Forester.

Selah Norton's advertisement of 1791, in the Hartford Courant, states that True Briton was then *in his prime.*

This is never said of a horse exceeding, at the utmost, twelve years old.

Now, if True Briton were *twelve* years old in 1791, and the son of Moreton's Traveller foaled in 1747, that horse must have been *thirty-two* years old when he got him, which is absurd.

Or, if Moreton's Traveller got him in his *twenty-second* year, the oldest at which a stallion is ever recorded to have got a perfect foal, True Briton, his son, was in his prime at *twenty-two*, which is absurd.

Ergo, True Briton was not son of Moreton's Traveller.—Q. E. D.

* I may here state that I have fallen into an error on page 150 of this vol., in describing Mambrino, by American Eclipse out of Grand Duchess, as the sire of the trotting-mare Betsey Baker. Her sire was the trotting-horse Mambrino, son of Messenger.

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BEST TIME ON RECORD.

TROTTING AT MILE HEATS.

DATE.	NAME.	HARNESS OR SADDLE.	TIME.
1830	Burster,	Saddle,	2.32.
1833	Sally Miller,	"	2.37½, 2.37, 2.40, 2.42, 2.44.
1834	Edwin Forrest,	"	2.31½, 2.33.
"	Edwin Forrest,	"	2.37, 2.36, 2.39, 2.40.
"	Charlotte Temple,	"	2.39, 2.38, 2.39, 2.40.
1836	Dutchman,	"	2.36. 2.35, 2.33, 2.33, 2.40.
"	Norman Leslie,	"	2.38, 2.36½, 2.38, 2.39, 2.38.
1837	Locomotive,	"	2.38, 2.36, 2.37.
1839	Dutchman,	Harness,	2.35, 2.32, 2.35.
1841	Brooklyn Maid,	Saddle,	2.42, 2.41, 2.40, 2.40¼, 2.40, 2.38.
"	Confidence,	Harness,	2.35, 2.37, 2.36.
1843	Lady Suffolk,	Saddle,	2.30½, 2.42¼, 2.28.
"	Lady Suffolk,	"	2.29, 2.30, 2.28½.
"	Lady Suffolk,	"	2.28½, 2.28, 2.28, 2.29, 2.32.
"	Lady Suffolk,	"	2.26½, 2.27, 2.27.
"	Ripton.	Harness,	2.32½, 2.31½, 2.33, 2.38, 2.35.
1844	Lady Suffolk,	"	2.38, 2.33½, 2.34, 2.37.
"	Lady Suffolk,	Saddle,	2.44, 2.26½.
1845	Aggy Down,	"	2.27, 2.29½, 2.30, 2.30, 2.31.
1846	Grey Eagle,	"	2.33, 2.33½, 2.33.
"	Lady Suffolk,	"	2.34, 2.34½, 2.34½, 2.35, 2.38½.d
1847	Gen. Taylor,	"	2.27, 2.27, 2.28, 2.30, 2.31.
1848	Lady Sutton,	Harness,	2.33, 2.33, 2.35, 2.37, 2.38, 2.36.
1849	Lady Suffolk,	"	2.29½, 2.31, 2.30, 2.31½, 2.32, 2.31, 2.38.
1850	Morphine,	"	2.34, 2.33½, 2.32.
1851	Jack Rossiter,	"	2.39, 2.36, 2.30, 2.34.
1852	Tacony,	Saddle,	2.28, 2.29, 2.26.
1853	Flora Temple,	Harness,	2.33½, 2.27, 2.28½.
"	Tacony,	Saddle,	2.25½, 2.25½.
"	Tacony,	Harness,	2.28, 2.27, 2.29.
1854	Flora Temple,	"	2.31¾, 2.32, 2.33.
"	Grey Eddy,	"	2.38¼, 2.30½, 2.32½.
1855	Lady Mac,	Saddle,	2.27¾, 2.31½, 2.28¼, 2.29, 2.31.
1856	Flora Temple,	Harness,	2.24½.

TROTTING AT TWO-MILE HEATS.

DATE.	NAME.	HARNESS OR SADDLE.	TIME.
1831	Topgallant,	Saddle,	5.27, 5.19, 5.23.
1835	Modesty,	"	5.25, 5.19, 5.21.
1836	Don Juan,	"	5.17, 5.14.
1837	D. D. Tompkins,	"	5.16½, 5.11.
1838	Edwin Forrest,	Harness,	5.17, 5.13, 5.17.
"	Rattler,	Saddle,	5.17, 5.13½.
"	Rattler,	"	5.29, 5.17, 5.40.
"	Greenwich Maid,	Harness,	5.20, 5.22.
"	Awful,	Saddle,	5.28, 5.21½.

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TROTTING AT TWO-MILE HEATS.

DATE.	NAME.	HARNESS OR SADDLE.	TIME.
1839	Dutchman,	Saddle,	5.16, 5.09.
"	Dutchman,	Harness,	5.11, 5.16.
"	Don Juan,	Saddle,	5.17, 5.14.
"	Henry,	Harness,	5.20, 5.28.
1840	Lady Suffolk,	Saddle,	4.59, 5.03½.
"	Edwin Forrest,	"	5.05, 5.06.
"	Washington,	Harness,	5.18½, 5.17, 5.26.
1841	Lady Suffolk,	Saddle,	5.05.
"	Confidence,	Harness,	5.16½, 5.16½, 5.16, 5.18, 5.25.
"	Duchess,	"	5.18, 5.20.
1842	Lady Suffolk,	"	5.10, 5.15.
"	Ripton,	"	5.10½, 5.12½.
"	Ripton,	"	5.07, 5.15.
"	Ripton,	"	5.07, 5.15, 5.17.
"	Americus,	"	5.14, 5.20.
"	Confidence,	"	5.14½, 5.27, 5.37.
1843	Dutchman,	"	5.19, 5.20, 5.22, 5.29.
"	Ripton,	"	5.12, 5.12, 5.17.
1853*	Flora Temple,	"	4.59, 5.01½.
1855	Flora Temple,	"	4.59, 4.57, 5.21½.

* No time of any consequence at two-mile heats during the ten years from 1843 to 1853.

TROTTING AT THREE-MILE HEATS.

DATE.	NAME.	HARNESS OR SADDLE.	TIME.
About 1827	Screwdriver, b. g.	Saddle,	8.02, 8.10.
"	"	Harness,	8.18, 8.38.
1828	Sir Peter,	"	8.32, 8.19.
1829	Topgallant,	Saddle,	8.23, 8.06, 8.17.
About "	Whalebone,	Harness,	8.18.
"	Shakspeare,	Saddle,	8.16.
"	Betsey Baker,	"	8.16.
"	Sir Peter,	Harness,	8.17, 8.13.
1831	Cato,	"	8.02, 8.18.
"	Lady Victory,	"	8.11.
1832	Screwdriver, ch. g.	"	8.18, 8.38.
1833	Columbus,	Saddle,	7.57½, 7.54, 8.01
1834	Columbus,	"	8.02, 8.05.
"	Columbus,	"	7.58, 8.07.
1836	Lady Warrington,	"	8.05, 8.17, 8.19.
1837	D. D. Tompkins,	"	7.59, 8.09.
1838	Dutchman,	"	7.54½, 7.50, 8.02, 8.24½
"	Rattler,	"	8.11, 8.17.
"	D. D. Tompkins,	"	8.07.
1839	Dutchman,	"	7.32½. Second mile in 2.28.
"	Dutchman,	Harness,	7.41.
1840	Dutchman,	Saddle,	7.51, 7.51.

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TROTTING AT THREE-MILE HEATS.

DATE.	NAME.	HARNESS OR SADDLE.	TIME.
1841	Lady Suffolk,	Saddle,	7.40½, 7.56.
"	Aaron Burr,	Harness,	8.02½, 8.03, 8.08, 8.16.
1842	Ripton,	"	8.00, 7.56½.
"	Ripton,	"	8.03, 8.04.
1843	Ripton,	"	7.53, 8.03.
1845	Americus,	"	8.00, 8.05½
"	Lady Suffolk,	"	8.02, 8.07½, 8.17.
1853	Kemble Jackson,	Wagon,	8.03, 8.04½.
"	Pet,	"	8.03, 8.01.

TROTTING AT FOUR-MILE HEATS.*

DATE.	NAME.	HARNESS OR SADDLE.	TIME.
1829	Sir Peter,	Harness,	11.23, 11.27.
1836	Dutchman,	Saddle,	11.19, 10.51.
1839	Lady Suffolk,	"	11.22, 11.34.
1840	Lady Suffolk,	"	11.15, 11.58.
1842	Ellen Thompson,	"	11.55, 11.33.

* Of late years there has been no trotting at two, three, and four-mile heats, when the time has surpassed that of previous years. I have, therefore, refrained from noting it.

PACING.

DATE.	NAME.	HARNESS OR SADDLE.	DISTANCE.	TIME.
1829	Bonny Boy,	Saddle,	2 miles,	5.06, 5.07½.
"	Stranger,	"	2 "	5.10, 5.16.
1835	Top Sawyer,	"	1 "	2.31.
"	Oneida Chief,	"	1 "	2.34, 2.33, 2.31.
1838	Oneida Chief,	"	2 "	5.14, 5.09½.
1839	Drover,	"	1 "	2.30, 2.31, 2.38.
1840	Oneida Chief,	Harness,	3 "	8.17, 8.20½.
1841	Volcano,	Saddle,	1 "	2.39, 2.31½, 2.34½, 2.38½
"	Billy,	"	1 "	2.32.
"	Oneida Chief,	Harness,	3 "	7.50, 8.04.
1843	Oneida Chief,	Saddle,	3 "	7.44, 7.52.
1844	James K. Polk,	Harness,	1 "	2.23.
1845	James K. Polk,	"	1 "	2.27.
1847	Roanoke,	Saddle,	1 "	2.25, 2.27, 2.26, 2.26½
1849	Dan Miller,	Harness,	1 "	2.24, 2.27, 2.27½, 2.23.
1850	Roanoke,	Saddle,	1 "	2.26, 2.38, 2.26.
1851	Tecumseh,	Harness,	1 "	2.21.
1852	Roanoke,	"	1 "	2.19½, 2.18½, 2.27, 2.27, 2.45.
1854	Pocahontas,	"	1 "	2.20, 2.25, 2.20.
1855	Hero,	"	1 "	2.28½, 2.23½, 2.25½, 2.31.
"	Pocahontas,	Wagon,	1 "	2.17½.

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MISCELLANEOUS EXAMPLES OF EXTRAORDINARY PERFORMANCES

BY

AMERICAN TROTTERS.

Topgallant trotted in harness, 12 miles in 38 minutes.

A roan mare, called Yankee Sal, trotted in a match against time, 15½ miles, in 48 minutes 43 sec.

Lady Kate trotted 16 miles in 56m. 13s.

In Sept., 1829, Tom Thumb was driven, in England, 16½ miles in 56m. 45s.; and in February, of the same year, trotted 100 miles in 10h. 7m., in harness.

In 1831, Jerry performed 17 miles in 58m., under the saddle.

In 1831, Chancellor trotted 33 miles in 1h. 58m. 31s. The last mile, to save a bet, was done in 3m. 7s.

Pelham did 16 miles in 58m. 28s. without training.

Paul Pry, in 1833, accomplished 18 miles in 58m. 52s.

In 1831, Whalebone did 32 miles in 1h. 55m.

In 1839, Empress trotted 33 miles in 1h. 58m. 55s.

In 1835, Black Joke did 50 miles in 3h. 57s.

Mischief, in 1837, accomplished about 84½ miles in 8h. 30m., in harness.

A pair of horses, in 1828, did 100 miles in 11h. 54m.

Mr. Theal's horses, in June, 1834, did 100 miles within 10h.

In 1841, Fanny Jenks did 10 miles in 29m. 59s.

In 1845, Fanny Jenks trotted 101 miles, in harness, in 9h. 42m. 57s. See Turf Register for 1845.

In 1846, Fanny Murray did 100 miles in 9h. 41m. 26s., and Ariel 50 miles in 3h. 55m. 40½s.

Sir William, in 1847, at Manchester, Eng., did 18½ miles in 1h

1848. Trustee has done 20 miles within the hour—59m. 35½s.

Lady Fulton " " " " —59m. 55s.

In 1849, Fly did 90 miles in 8h. 15m., including two hours' stoppage.

In 1850, Kate did 100 miles in 9h. 44m. ¾s.

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LIST OF AMERICAN WINNING TROTTING HORSES IN 1856.

COMPILED EXPRESSLY FOR THE NEW YORK "SPIRIT OF THE TIMES" AND "TURF REGISTER."

M. stands for Match—P. for Purse—S. for Stakes.

NAME.	COLOR.	OWNED OR ENTERED.	PRIZE.	HARNESS OR SADDLE.	DIS.	TIME.	BEATING	COURSE.	DATE.
Adam	ch. g	W. Peabody	400 M.	Wagon,	1	2.50¼, 2.45½, 2.46½, 2.49, 2.58½	Limber Jim	Union Course, L. I.	June 14
Andrew J. Polk	ch. g.	R. T. K. Bennett	1800 M.	"	1	2.34½, 2.36½, 2.35	Fanny Fern	New Orleans, La.	Mar. 6
Belle Creole	ro. m.	W. M. Rogers	500 M.	Harness,	1	2.48½, 2.46	Zach. Taylor	Mobile, Ala	April 15
Belle Creole	ro. m.	W. M. Rogers	100 P.	"	1	2.47½, 2.45	Butcher Boy	Mobile, Ala	May 9
Belle of Ogdensburg	b. m.	John Brown	50 P.	"	1	3.07, 3.11, 3.16, 3.26, 3.24	Shanghai and three others.	Ogdensburg, N. Y.	Sept. 18
Bill	bl. g.	Mr. Mason	20 P.	Saddle,	1		Bay mare and Jack	Lebanon, Ohio	May 14
Billy	b. g.	Mr. Wood	400 M.	Harness,	1	2.56, 2.54	Harry	Union Course, L. I.	July 22
Billy Myers	b. h.	J. E. Maynard	50 P.	Wagon,	1	2.54, 2.53, 2 51½	Yankee	Lowell, Mass	Aug. 2
Black Bess	bl. m.	C. Brooks	500 M.	"	1	3.03, 2.50, 2.50½	Jack Potter	Harlem, N. Y	Nov. 18
Black Bird	bl. c.	J. C. Simpson	50 P.	Harness,	1	3.13, 3.16	Wonder	Davenport, Iowa	Oct. 15
Black Bird	bl. c.	J. C. Simpson	50 M.	"	1	3.13, 3.16, 3.11	Nimrod	Davenport, Iowa	Oct. 17
Black Hawk	bl. h	H. J. Beach	175 P.	"	2	6.08, 5.57, 6.07	Jona. Smith and Philadelphia.	Batavia, N. Y	Oct. 9
Black Hawk	bl. h	L. Pelton	140 P.	Saddle,	1	3.00, 2.58, 2.59	Jessie & seven others	Youngstown, Ohio	Oct. 17
Black Morgan	bl. h	M. J. Doty	500 M.	Harness,	1	2.55, 2.52½, 2.49	Sir Walter	Centreville, L. I	Oct. 24
Black Ralph	bl. g	R. A. Champlin	250 P.	"	1	2.43½, 2.41, 2.38	Selim and John Tonley.	Chicago, Ill	May 15
Black Ralph	bl. g	R. A. Champlin	250 M.	"	1	2.37, 2.38, 2.38	Lady Kate	Buffalo, N. Y	Oct. 7
Black Team	bl. g	H. Jones	200 M.	"	1	2.54	Washington Colt	Harlem, N. Y	April 29
Black Team	bl. s.	J. Egbert	20 P.	"	1		Dr. James's bay team	Lebanon, Ohio	May 14
Blueskin	— g.	A. Roberts	50 P.		1	2.59, 2.56, 2.45	Ned Lawrence and Patapsco.	Hartford, Conn	July 5
Bluffer			M.		1	2.47, 2.51	Bob Cottrell	Mobile, Ala	Sept. 17
Boston Girl	b. m.	A. Carpenter	150 P.	Harness,	1	2.38, 2.37½, 2.41½	Lady Langley and three others.	Providence, R. I	June 20
Boston Girl	b. m.	A. Carpenter	200 M.	Wagon,	1	2.43, 2.43, 2.42, 2.42, 2.40	Lady Sherman	Providence, R. I	July 19
Boston Girl	b. m.	A. Carpenter	150 P.	Harness,	1	2.40, 2.44, 2.43	Mary Taylor	Providence, R. I	Sept. 18
Boston Girl	b. m.	A. Carpenter	150 P.	"	1	2.44, 2.41½, 2.39, 2.41, 2.46	Lady Sherman and Mary Taylor.	Providence, R. I	Oct. 14

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List of American Winning Trotting Horses in 1856—*continued.*

NAME.	COLOR.	OWNED OR ENTERED.	PRIZE.	HARNESS OR SADDLE.	DIST.	TIME.	BEATING	COURSE.	DATE.
Boston Girl	b. m.	A. Carpenter	100 P	.....	1	2.48, 2.49, 2.48	Kate Heron	Worcester, Mass...	Nov. 11
Brown Dick	br. g.	D. Pifer	2000 S	Harness,	1	2.29, 2.33, 2.32	Rocket and Lady Moscow.	Union Course, L. I.	Sept. 15
Buchanan	....	S. G. Bacon	30 P	.....	1	2.56, 2.57, 2.56, 2.58	Channing Billy	Lowell, Mass	July 15
Buckeye	ch. g.	Robt. Champlin	2000 M	Harness,		2.57¼, 2.55	Lady Palmer	Chicago, Ill	Nov. 20
Buckskin	....	Mr. Roberts	100 P	Wagon,	1	2.59, 2.44, 2.48, 2.50	Palmer	Hartford, Conn	Sept. 5
Buffalo Bill	ch. g.	J. Van. Horter	250 M	.....	1	2.50, 2.48	Lady Kate	Union Course, L. I.	Aug, 29
Bull	b. g.	Mr. McRoberts	200 M	Wagon,	2	6.08, 6.18	Lady Hentz	Union Course, L. I.	Sept. 4
Capt. Kinney	br. g.	Wm. Piper	1200 M	Harness,	1	2.24¼, 2.23¾, 2.25, 2.29, 2.29	Frank Pierce	New Orleans, La.	Feb. 8
Carl Burr	b. h.	W. L. Nunnalee	100 P	Saddle.	1	3.02½ 3.02¼, 3.04½. 3.01½	Murdoch	Mobile, Ala	May 9
Catawba	br. g.	Mr. Dutcher	75 P	Harness,	1	2.56	Dick Turpin	Madison, Wis	Feb. 21
Charley Shear	b. g.	E. Fulton	1000 M	"	1	2.40, 2.41, 2.39	Lady Mac	San Francisco, Cal.	Feb. 22
Charley Shear	b. g.	E. Fulton	100 P	"	1	2.34, 2.34, 2.32	Postboy, J. Wilson, Silv'l.	San Francisco, Cal.	Oct. 11
Chicago Chief	....	Geo. Butcher	200 P	"	1	2.49, 2.49½, 2.48½, 2.55	Cream Pet and One-Eyed Joe.	Nashville, Tenn...	May 17
Chicago Jack	b. g.	D. Pifer	500 M	"	1	Received forfeit from	Know-Nothing	Union Course, L. I.	May 20
Chicago Jack	b. g.	W. Peabody	500 M	Saddle,	1	2.31½, 2.30	Know-Nothing	Union Course, L. I.	May 27
Cincinnati	b. g.	W. Brown	500 M	Harness,	10	41.50	McComb's double-team.	Marysville, Cal.	Dec. 9
Col. Russell	b. g.	John E. Friend	100 P	.....	1		Don Juan and Abe	Petersburg, Va	Oct. 25
Columbus	b. g	E. G. Stall	150 P	Harness,	2	5.43¼, 5.40	Geo. Law and S. A. Douglas.	Chicago, Ill	May 61
Commodore	b. g.	H. Woodruff	2000 M	Wagon,	1	2.44½, 2.42, 2.43, 2.43	John Wands	Union Course. L. I.	Sept. 30
Congo	ch. g.	.....	500 M	"	1	2.58, 3.01, 3.07	Dandy	Union Course, L. I.	Dec. 5
Cooper	ch. g.	Mr. McRoberts	300 M	"	1	3.10	Stranger	Union Course. L. I.	Sept. 4
Cooper	ch. g.	Mr. McRoberts	500 M	"	2	6.08½, 6.19	Lady Hentz	Union Course. L. I.	Sept. 5
Corbeau	bl. h.	G. W. Ingall	.... M	Harness.	1		True Porter	Ticonderoga, N. Y.	Feb. 23
Corbeau	bl. h.	G. W. Ingall	.... M	"	1		Dilmo	Ticonderoga, N. Y.	Feb. 25
Corn Cracker	gr. g.	G. W. Nickerson	50 P	"	1	2.48, 2.56, 2.50	Cato, T. Benton, Red Rob.	Beloit, Wis	Sept. 11
Cream Pet	cr. g.	Wm. Pybus	400 M	"	1	2.58, 2.47	One-Eyed Joe	Nashville, Tenn...	June 30
Cultivator	gr. g.	Mr. Godin	150 P	"	1	3.01, 2.49, 2.51, 2.48	Congo & Black Pony.	Cornwall, Can.	Sept. 13
Cyclops	b. h.	D. Mace	200 M	"	1	2.54, 2.57, 2.57½	South Star	Providence, R. I	July 15
Cyphas	....	J. W. Derby	200 P	.....	1	2.55, 2.54, 2.54, 2.56	Rough-and-Ready, & Topsey.	Worcester, Mass...	Nov. 11
Dandy Jim	ch. g.	I. Woodruff	250 M	Wagon,	1	2.59, 2.54	Bowery Boy	Union Course, L. I.	Nov. 14
Dandy Jim	sp. g.	W. H. Truesdale	50 P	Harness,	1	3.00, 2.58, 2.58	Grey Eagle	Beloit, Wis	May 29
Daniel Webster	ch. g.	J. Crooks	200 P	"	1	2.29½, 2.28½, 2.30	Fred Johnson and 2 others.	San Francisco, Cal	Mar. 26

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Daniel Webster....	ch. g.	J. Crooks.	2000 M	Harness,	2	5.22. 5.21, 5.23½.....	New York.....	San Francisco, Cal.	Sept.	6
Dick Dample.....	bl. p.	B. C. Wright.....	25 P	.....	1	.....	Grey Eddy and b. g..	Davenport, Iowa...	Oct.	18
Dick Turpin.....	br. g.	Wm. Hobkirk.....	25 P	Harness.	1	2.59, 2.57, 2.56.....	Hambletonian.....	Waupun, Wis.....	July	26
Diggory.....	ch. g.	Sam. Rice.....	75 P	"	1	2.58½. 2.57½.....	Doesticks and Lady Lancaster.	Mobile, Ala.....	April	15
Diggory.....	ch. g.	F. Hall.....	50 P	Wagon,	1	3.10½, 3.07½. 3.07½, 3.12, 3.16½	Doesticks and four others.	Mobile, Ala.....	May	13
Dominick Burnet..	ch. c.	Mr. Bowman.....	200 S	Harness,	1	4.08, 4.04.....	Peacock and Little John.	San Francisco, Cal.	Dec.	25
Don.....	b. g.	N. Fuller.....	250 S	"	2	5.50.....	Cussewago Turk and four others.	Youngstown, Ohio,	Oct.	15
Duchess.....	br. m.	Daniel Mace	200 P.	"	10	29.17.....	Boston Girl and Rachel.	Providence, R. I...	Oct.	2
Dwarf.....	ch. g.	W. Bassett.....	200 M.	Wagon,	1	2.57, 2.55, 3.01.....	Nelly.....	Union Course, L. I.	May	1
Ellen Swift.....	ch. f.	Dr. L. Herr	.... P.	Saddle,	1	2.51½.....	Tom Thumb.....	Lexington, Ky.....	June	5
Emma Jane	b. m.	C. H. Walton.....	.... P.	"	1	2.42, 2.51, 2.44.....	Fear Not.....	Harlem, N. Y.....	April	30
Ethan Allen	b. h.	D. Mace	1000 P.	Wagon,	1	2.44½, 2.40½, 2.40.....	Hiram Drew.....	Boston, Mass.....	Oct.	22
Ethan Allen.....	b. h.	D. Mace	1000 P.	"	1	2.46½. 2.82½. 2.35½.....	Hiram Drew.....	Boston, Mass.....	Oct.	24
Eutaw.....	b. g.	C. J. Baldwin.. ...	150 P.	Harness,	1	2.41, 2.58, 2.55, 2.46, 2.51, 2.46	Lady Peck and Lady Fairfield.	Ogdensburg, N. Y.,	Feb.	14
Eva.....	b. m.	P. Helmes.....	.... M.	"	1	2.59, 2.54. 2.52. 2.57, 2.51....	Theodore.....	Harlem, N. Y.....	Dec.	5
Fanny.....	m.	D. Pifer.....	25 P.	Wagon,	1	.....	Honest John.....	Boston, Mass.....	Oct.	23
Fanny Fern.....	ch. m.	N. B. Hungerford..	100 M.	Harness,	1	2.50, 2.59.....	Susan Nipper.....	Watertown, N. Y..	Feb.	2
Fanny Fern.....	ch. m.	N. B. Hungerford	200 M.	"	1	2.59, 3.00, 3.01.....	Mr. Beale's gr. m....	Watertown, N. Y..	Feb.	8
Fanny Fern.....	b. m.	S. B. Lusk	.... P.	"	1	3.15, 3.14, 3.15.....	Lady Jane.....	Newburgh, N. Y...	Sept.	6
Fanny Fern.....	b. m.	Jas. Whelpley.....	500 M.	"	1	Received forfeit from.....	H. Woodruff's ch. g...	Centreville, L. I....	Nov.	6
Flora Temple.....	b. m.	Jas. D. McMann...	1000 M.	"	1	2.30½, 2.30, 2.30.....	Chicago Jack (saddle)	Centreville, L. I...	June	24
Flora Temple.....	b. m.	Jas. D. McMann...	2000 M.	"	1	Received forfeit from.....	Lancet.....	Centreville, L. I...	July	2
Flora Temple.....	b. m.	Jas. D. McMann...	.... P.	"	1	2.30½, 2.30. 2.30.....	Lancet.....	Centreville, L. I...	July	2
Flora Temple.....	b. m.	Jas. D. McMann...	1000 M.	"	1	2.31½, 2.28½, 2.29†.....	Tacony (saddle).....	Union Course, L. I.	July	22
Flora Temple.....	b. m.	Jas. D. McMann...	1000 M.	Wagon,	2	Received forfeit from	Tacony (saddle).....	Union Course, L. I.	Aug.	5
Flora Temple.....	b. m.	Jas. D. McMann...	1000 M.	Harness,	1	2.24½.....	Tacony (saddle).....	Union Course, L. I.	Sept.	2
Flora Temple.....	b. m.	Jas. D. McMann...	3500 S.	"	1	2.33½, 2.34, 2.31.....	Lancet.....	FashionCourse, L.I.	Oct.	8
Flora Temple.....	b. m.	Jas. D. McMann...	1000 P.	"	1	2.36½. .240½, 2.43.....	Lancet.....	Boston, Mass.....	Oct.	23
Flora Temple.....	b. m.	Jas. D. McMann...	1000 P	"	1	2.33½, 2.36½.....	Ethan Allen.....	Boston, Mass.....	Nov.	5
Flora Temple.....	b. m.	McCready & Co...	50 P.	.....	2	5.42. 5.23½.....	Montreal, Speed and two others.	Montreal, Can.....	Sept.	25
Fox River Pet.....	gr. m.	Geo. W. Bidwell...	50 P.	.....	1	2.56, 2.51, 2.58.....	Lily Dale	Chicago, Ill.....	Sept.	20
Frank Forester.....	b. g.	J. L. Eoff.....	2000 M.	Harness,	1	2.33½, 2.30, 2.34, 2.32½.....	Reindeer	Chicago, Ill.....	Oct.	28
Frank Hayes.....	ch. g.	C. Skinner	150 P.	"	2	5.20, 5.24.....	Jake Oakley and L. Oliver.	Rochester, N. Y...	Sept.	11
Frank Hayes.....	ch. g.	C. Skinner	100 P.	"	1	2.48, 2.41, 2.45	Jack Temple and two others.	Rochester, N. Y...	Sept.	13
Fred Johnson.....	gr. g.	Chas. Shear	1000 M.	"	1	2.37½. 2.34½, 2.33.....	Young America	San Francisco, Cal.	Jan.	24
Fred Johnson.....	gr. g.	Chas. Shear	800 S.	"	2	5.02½, 5.06	Lady Mac and three others.	San Francisco, Cal.	Mar.	29
Fred Johnson.....	gr. g.	Chas. Shear	400 M.	Wagon,	½	1.19.....	Young America.....	San Francisco, Cal.	Sept.	13
Fred Johnson.....	gr. g.	Chas. Shear	400 S.	"	1	2.29½, 2.31, 2.33, 2.35, 2.33...	Daniel Webster.....	San Francisco, Cal.	Sept.	30

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List of American Winning Trotting Horses in 1856—*continued.*

NAME.	COLOR.	OWNED OR ENTERED.	PRIZE.	HARNESS OR SADDLE.	DIST.	TIME.	BEATING	COURSE.	DATE.
Fred Johnson	gr. g.	J. McDaniels	2250 M,	Harness,	1	2.25¼, 2.28¼, 2.31, 2.29	Daniel Webster	San Francisco, Cal.	Nov. 19
French Boy	b. g.	Mr. Tribblecock	50 P.	.....	1	3.16, 3.18, 3.17, 3.20	Butcher Girl	Toronto, Can	Oct. 9
General Brock	gr. g.	G. Harris	1000 M.	Harness,	1	3.02, 3.00, 2.58, 3.00, 2.54	Frank Pierce	Rochester, N. Y.	Nov. 1
Gipsey Queen	b. m.	H. Doty	200 P.	Wagon,	10	31.05	Olive Rose	Chicago, Ill	June 4
Grey Beard	....	S. Eyclesheimar	50 P.	Harness,	1	.....	Eagle and Spot	Madison, Wis	Feb. 21
Grey Cloud	b. g.	Mr. Kingsberry	400 M.	.....	1	2.48	Red Jim	St. Paul, Min	Oct. 7
Grey Cloud	b. g.	Mr. Kingsberry	500 M.	Harness,	1	2.41, 2.41, 2.44, 2.41	Daniel Boone	St. Paul, Min	Nov. 12
Grey Eddy	gr. g.	G. W. Nickerson	100 P.	"	1	2.44, 2.44, 2.48	Lady Worthly	Milwaukee, Wis	Sept. 16
Grey Messenger	gr. h.	S. Hoagland	400 M.	.....	1	2.51, 2.52, 2.54	Montreal	Union Course, L. I.	Dec. 25
Hardscrabble	ch. c.	P. Pendergrass	40 M.	Harness,	½	2.11, 2.10, 2.00	Bytown Maid	Cornwall, Can	Sept. 18
Harkaway	br. h.	Mr. King	50 P.	"	1	3.17, 3.15, 3.12	Mint Drop and W. T.'s gr. h.	Rochester, N. Y.	Sept. 18
Harry Bluff	gr. g.	T. F. Meserole	500 M.	Wagon,	1	3.00, 2.56, 2.57	Vermont	Centreville, L. I.	Dec. 8
Harry Hazel	ch. c.	Wm. Crowe	125 M.	"	2	6.04, 6.10½	Woeful	Port Jervis, N. Y.	July 14
Hawley	gr. g.	Jas. Whelpley	500 M.	"	1	2.49¾, 2.49, 2.49¼, 2.49¾	Musty	Union Course, L. I.	Sept. 19
Hawley	gr. g.	Jas. Whelpley	1000 M.	Harness,	1	2.45, 2.41, 2.42	Jack Botter (wagon)	Union Course, L. I.	Oct. 20
Hawley	gr. g.	Jas. Whelpley	500 M.	Wagon,	1	2.44, 2.44½, 2.47½, 2.49	Shanghai	Union Course, L. I.	Nov. 5
Heidsick	br. g.	M J. Doty	500 M.	Harness,	1	2.52, 2.52¼, 2.53½	Sargeant	Union Course, L. I.	Oct. 23
Henry Clay & Co	ch. g.	E. G. Stall	350 S.	D. H.	2	6.41½, 6.15¼	Little Dorrit and Grey Pet	Chicago, Ill	May 20
Henry Clay	ch. g.	E. G. Stall	100 P.	Wagon,	1	3.02, 2.57, 2.59½, 2.59¼	Gipsey Queen and Dick.	Chicago, Ill	May 22
Hero	br. g.	Wm. Crowe	50 M.	Harness,	1	2.51	Grey Charley	Newburgh, N. Y.	May 15
Hickory	b. g.	A. Gillespy	400 S.	"	1	2.58, 2.58, 3.06, 3.01, 3.00	Blind Hookey & two others.	Hamilton, Can	Aug. 18
Hiram Woodruff	ch. h.	Conover & Haly	2000 M.	"	1	2.47½, 2.47, 2.46¼, 2.49, 2.44	Jas. Whelpley's gr. g.	Centreville, L. I.	May 20
Honest John	....	Dan. Mace	.... P.	"	1	2.51, 2.50, 2.46	Johnny Mackay	Boston, Mass	Oct. 25
Honest John	....	Dan. Mace	.... P.	"	1	2.50, 2.47¼	Young Ripton and Fanny.	Boston, Mass	Oct. 25
Honest John	....	Little John	Pictur.	"	1	2.53¼, 2.51¼, 2.54, 2.55, 2.59	Four competitors	Point Breeze, N. J.	Sept. 5
Honest Peter	gr. g.	P. Voorhees	1000 M.	"	1	2.51, 2.51, 2.53, 2.51¼, 2.50	Hiram Woodruff	Centreville, L. I.	Sept. 23
Honest Peter	gr. g.	P. Voorhees	500 M.	"	1	2.46, 2.45, 2.47, 2.43, 2.45	Lady Riley (wagon)	Centreville, L. I.	Sept. 29
Honest Peter	gr. g.	H. Woodruff	500 M.	"	2	5.37, 5.33	Lady Riley (wagon)	Centreville, L. I.	Oct. 6
Hornet	ch. g.	I. Woodruff	500 M.	Wagon,	1	3.01½, 2.58, 3.02, 3.02, 3.06	Nubbins	Centreville, L. I.	May 27
Ingomar	ch. g.	H. Woodruff	200 M.	"	2	6.13¼, 6.00¼	Wicked Billy	Union Course, L. I.	Aug. 18
Iola	b. m.	Wm. Wheelan	450 M.	"	2	Received forfeit from	Honest John	Union Course, L. I.	June 25
Iola	b. m.	Wm. Wheelan	1000 M.	Harness,	2	5.09¾, 5.17¼	Bolivar	Union Course, L. I.	Oct. 23
Iola	b. m.	Wm. Wheelan	2000 M.	Wagon,	1	2.36½, 2.36½, 2.36½, 2.38, 2.39	Lady Ellen (harness)	Union Course, L. I.	Oct. 27
Island Dick	ch. g.	A. Scott	50 M.	Harness,	1	3.06, 3.06, 3.05, 3.04, 30.5	F. Mooney's br. g	Rouse's Point, N. Y.	Mar. 1
Jack Potter	b. g.	D. Walton	500 M.	Wagon,	1	2.57½, 2.57, 2.54, 3.05	Rose of Washington	Union Course, L. I.	Dec. 16

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Jack Temple	cn. g.	J. Roberts	100 P.	Harness,	1	2.52, 2.46, 2.42	Lady Freeman	Rochester, N. Y.	Sept.	15
Jack Waters	b. g.	Mr. Porter	2000 M.	Wagon,	1	2.41, 2.38½, 2.40½	Rhode Island	San Francisco, Cal.	April	8
Jake Oakley	b. g.	Wm. Wheelan	1000 M.	"	2	5.22, 5.28	Baltic	Union Course, L. I.	June	5
Jake Oakley	b. g.	Wm. Wheelan	1000 M.	"	1	2.32½, 2.35¼, 2.38½	Belle of Saratoga	Union Course, L. I.	Sept.	29
Jake Oakley	b. g.	Mr. Smith	150 P.	"	1	2.34, 2.37, 2.40, 2.40¼	L. Oliver and Tib Hinman.	Rochester, N. Y.	Sept.	9
James Buchanan	ch. g.		500 M.	Harness,	1	2.52, 3.03, 2.58, 2.50	Colonel Fremont	Chicago, Ill.	Oct.	10
James Irving	b. g.	M. McGuire	500 M.	Wagon,	2	6.04, 6.45	Tom	Union Course, L. I.	Dec.	5
Jane	b. m.	S. Hoagland	500 M.	"	2	5.29, 5.31, 5.38	Baker Boy	Centreville, L. I.	Aug.	4
Jeannot	b. m.	W. Williams	200 M.	Harness,	1	3.10, 2.50, 2.57, 3.04	Maria Jones	Davenport, Iowa	July	19
Jenny	ch. m.	J. J. Madison	25 P.	"	1		Blackbird and Unknown.	Ogdensburg, N. Y.	Feb.	11
Jersey Maid	br. m.	W. H. Saunders	200 M.	"	1	2.45, 2.53, 2.50	Fanny Barney	Rose Valley, N. Y.	July	19
Jessie	ch. m.	C. H. Andrews	90 P.	"	1	3.11, 3.11, 3.11, 3.18	Flora Temple and 2 others.	Youngstown, Ohio.	Oct.	16
Jessie Fremon	gr. m.	Geo. Wimble	100 M.	"	5	16.15	James Buchanan	Rochester, N. Y.	Aug.	15
Jim	gr. g.	Mr. Snedliker	300 M.	Wagon,	1	Received forfeit from	H. Woodruff's bl. g.	Centreville, L. I.	Oct.	20
Jim Barton	b. g.	S. Eyclesheimar	1750 S.	"	1	2.48½, 2.44½, 2.45½	Poughk'psie colt & two others.	San Francisco, Cal.	Sept.	2
Jim Barton	b. g.	S. Eyclesheimar	2000 M.	Harness,	1	2.36, 2.34, 2.33½, 2.35	Rhode Island	Sacramento, Cal.	Sept.	23
Joe Beauchamp	b. g.	W. K. Elliott	200 M.	"	1	3.08, 3.05½	Swan	Cornwall, Can.	June	27
Joe Beauchamp	b. g.	W. K. Elliott	250 S.	"	1	3.18	Sally Ann	Cornwall, Can.	June	28
John Diamond	gr. g.	F. Jones	275 P.	"	1	3.19, 3.07, 3.09, 3.11	Roanoke and Kate Dawson.	Sacramento, Cal.	July	31
John Gray	b. c.	F. Skillings	P.	"	1	3.09, 3.19, 3.05	Governor Willard and Shanghai.	Louisville, Ky.	Oct.	29
John Tonley	ch. g.	Henry Graves	150 P	"	1	2.37, 2.37, 2.46	Lady Oliver & Selim	Chicago, Ill.	Oct.	20
John Wands	br. g.	D. Pifer	1000 M.	"	1	2.34¼, 2.38¼, 2.34 2.39¼	John Potter	Union Course, L. I.	Oct.	7
John L. Cassidy	b. g.	J. Skillings	P.	"	1		Sir William Don	Louisville, Ky.	Oct.	30
Jonathan Smith	b. h.	H. J. Beach	P.	"	1	3.21, 3.16, 3.14, 3.09, 3.10, 3.11, 3.10.	Lady Jane and three others.	Newburgh, N. Y.	Sept.	1
Jonathan Smith	br. h.	G. Brisbane	250 M.	Wagon,	2	6.15., 6.18	Rattlesnake	Batavia, N. Y.	Oct.	11
Jonathan Smith	br. h.	G. Brisbane	1000 M.	"	2	6.02, 6.12	Seneca Chief	Rochester, N. Y.	Nov.	6
Julia Dean	ch. m.		750 S.	"	1	2.52¼, 2.54, 2.52, 2.41	Ingomar and Laura Keene.	Union Course, L. I.	Nov.	18
Kate	ch. m.	W. Cottrell	P.	"	1	3.27, 3.25, 3.24½	Gov. Dorr	Mobile, Ala.	May	18
Kate Miller	b. m.	D. Mace	150 P.	"	1	2.37½, 2.39, 2.42½, 2.42, 2.41½, 2.43.	Boston Girl and two others	Providence, R. I.	June	26
Kate Miller	b. m.	D. Mace	150 P.	Harness,	2	5.13, 5.21½	Boston Girl and M. Taylor.	Providence, R. I.	July	4
Kate Miller	b. m.	D. Mace	M.	"	1	2.42, 2.42, 2.39	Major Rogers	Boston, Mass.	Nov.	5
Kemble Jackson	br h.	Albert Plato	50 P.	"	1	3.05, 3.07, 3.09	Lady Jane and Fanny Fern.	Batavia, N. Y.	Oct.	11
Kit Carson	gr. g.	D. Campbell	200 P.	"	1	2.47½, 2.45½, 2.48, 2.46, 2.53, 2.49.	Trade Wind and two others.	San Francisco, Cal.	Mar.	18
Kit Carson	gr. g.	W. Shear	200 P.	Wagon,	1	2.46½, 2.48½, 2.58, 2.50	Preacher & two others	San Francisco, Cal.	Mar.	18
Kit Carson	gr. g.	W. Shear	250 P.	Harness,	1	2.45½, 2.39½, 2.43½, 2.43½, 2.41½	Powder	San Francisco, Cal.	Mar.	28
Know-Nothing	bl g.	S. McLaughlin	P.	"	1	2.37, 2.32	Chicago Jack	Union Course, L. I.	May	20

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List of American Winning Trotting Horses in 1856—*continued.*

NAME.	COLOR.	OWNED OR ENTERED.	PRIZE.	HARNESS OR SADDLE.	DIST.	TIME.	BEATING	COURSE.	DATE.
Know-Nothing.....	bl. g.	S. McLaughlin.....	20 P.	Harness,	1	2.55, 2.52.....	Nelly and two others	Boston, Mass.....	Oct. 22
Lady Allen.....	ch. m.	J. Woolley.....	50 P.	"	1	2.58, 2.55, 2.54.....	Jimmy and a br. m..	Stanstead, Can.....	Sept. 26
Lady Allen,.....	ch. m.	J. Woolley.....	50 P.	.....	1	3.00, 2.59.....	Three mares.....	Stanstead, Can.....	Oct. 29
Lady Boyle.....	b. m.	B. Tuttle.....	500 M.	Harness,	1	Received forfeit from.....	Lady Scott.....	Centreville, L. I...	Aug. 29
Lady Boyle.....	b. m.	B. Tuttle.....	500 M.	Wagon,	1	3.28.....	Lady Scott.....	Centreville, L. I...	Aug. 29
Lady Brown.....	br. m.	.....	600 S.	"	1	2.52, 2.54, 2.59, 2.52, 2.53....	Rip, Ned, Saratoga Maid.	Centreville, L. I...	Nov. 20
Lady Cudner.....	br. m.	H. Woodruff	250 M.	Harness,	1	2.59, 2.57.....	Peter	Union Course, L. I.	May 29
Lady Ellen.....	ch. m.	H. Woodruff.....	2000 M.	"	1	2.42¼, 2.45, 2.40½.....	Stranger	Union Course, L. I.	Oct. 7
Lady Ellen.....	ch. m.	H. Woodruff	500 M.	Wagon,	2	5.43, 5.38.....	Fanny Fern.....	Union Course, L. I.	Nov. 10
Lady Fairfield.....	b. m.	O. Partridge	50 P.	Harness,	1	3.05, 2.57.....	Billy Barlow and K. Hayes.	Ogdensburg, N. Y..	Feb. 12
Lady Fillmore.....	b. m.	Mr. Bradley.....	.... P.	"	1	2.56, 2.55.....	Sam	Louisville, Ky.....	Oct. 29
Lady Henry	ch. m.	R. Titus	100 P.	"	1	2.43, 2.39, 2.39½, 2.42, 2.40, 2.40, 2.39.	Kate Heron and Tom Hyer.	Worcester, Mass. ..	Sept. 26
Lady Henry.....	ch. m.	R. Titus.....	50 P.	"	1	2.46, 2.47, 2.43½, 2.36½, 2.41..	Mountaineer & Westfield.	Hartford, Conn....	Sept. 12
Lady Henry.....	ch. m.	R. Titus.....	50 P.	"	1	2.55, 2.56, 2.59, 2.59.....	Kity Klyde & Buckskin.	Hartford, Conn....	Sept. 13
Lady Hoagland.....	b. m.	.....	500 M.	Wagon,	2	5.41, 5.34½, 5.37½.....	Baker Boy.....	Centreville, L. I...	Sept. 2
Lady Hyer.....	ro. m.	R. Cottrell	Sulky	Harness,	1	2.52½, 2.46½, 2.46.....	Butcher Boy.....	Mobile, Ala.....	May 13
Lady Irvine.....	b. m.	J. Conway	500 M.	Wagon,	1	Received forfeit from.....	Sky-rocket.....	Union Course, L. I.	Sept. 30
Lady Kate.....	br m.	E. G. Stall	200 M.	"	1	2.41½, 2.48.....	Chatauque and Reindeer.	Chicago, Ill.....	May 12
Lady Kate.....	br. m.	E. G. Stall	500 P.	.....	1	2.35, 2.33½, 2.37.....	Black Ralph.....	Detroit, Mich.....	Sept. 17
Lady Kate.....	br. m.	E. G. Stall	100 P.	Harness,	2	5.22½, 5.23½, 5.33½, 5.38.....	W. Wood and North American.	Cincinnati, Ohio...	Oct. 28
Lady Kate.....	br. m.	E. G. Stall	300 S.	"	1	2.42, 2.42. 2.43, 2.52, 2.42....	William Wood.....	Cincinnati, Ohio...	Oct. 29
Lady Lancaster	bl. f.	D. Tripp.....	75 P.	"	1	2.56½, 2.53½, 3.02.....	Doesticks	Mobile, Ala.....	May 8
Lady Lawrence....	....	J. Phillips	.... P.	"	1	2.51, 2.49, 2.57.....	Red Colt and Little Nell.	Boston, Mass.....	June 3
Lady Lightfoot.....	....	R. L. Flander	125 P.	"	1	3.05, 3.07½. 3.07, 3.07.....	Lady Stewart and 3 others.	Boston, Mass.....	Oct. 21
Lady Long.....	b. m.	S. McLaughlin.....	2000 M.	"	1	2.49, 2.46, 2.42½.....	Whelpley's br. m. (wagon).	Centreville, L. I...	Sept. 6
Lady Moscow.....	b. m.	S. McLaughlin.....	1000 M.	"	1	2.36, 2.31, 2.34½.....	Jake Oakley.....	Union Course, L. I.	July 30
Lady Moscow.....	b. m.	S. McLaughlin.....	1000 M.	"	1	2.35½, 2.30½, 2.35½, 2.41½.....	Tacony.....	Union Course, L. I.	Oct. 2
Lady Moscow.....	b. m.	S. McLaughlin.....	2500 S.	"	2	5.06½, 5.11½.....	Rocket and Lantern.	Union Course, L. I.	Oct. 15
Lady Moscow.....	b. m.	S. McLaughlin.....	150 P.	"	1	2.40, 2.41, 2.39½.....	Meddlesome, Telemachus.	Boston, Mass.....	Oct. 21

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Lady Ottawa.....	....	S. J. Wagoner.....	25 P.	.....	1	2.52.....	Lady Washington & two others.	Ogdensburgh, N. Y.	Sept. 19
Lady Riley.....	ro. m.	D. Pifer.....	500 M.	Wagon,	1	2.47, 2.52¼, 2.51¼.....	Trustee (harness)....	Centreville, L. I...	May 22
Lady Riley.....	ro. m.	D. Pifer.....	500 M.	"	3	8.58, 8.33.....	Trustee (harness)....	Centreville, L. I...	June 4
Lady Riley.....	ro. m.	D. Pifer.....	1000 M.	Harness,	1	2.47½, 2.46, 2.49.....	Beeswing.....	Centreville, L. I...	June 25
Lady Riley.....	ro. m.	D. Pifer.....	200 S.	"	1	2.46¼, 2.47½, 2.46¾, 2.48¼.....	J. Whelpley's b. m...	Union Course, L. I.	Sept. 4
Lady Riley.....	ro. m.	D. Pifer	1000 M.	"	3	8.22, 8.42, 8.54.....	Beeswing	Centreville, L. I...	Sept. 22
Lady Rogers.....	gr. m.	H. Woodruff.....	1000 M.	"	1	2.53, 2.48, 2.49.....	Captain Peters	Centreville, L. I..	June 23
Lady Sherman.....	b. m	H. Billings.	1000 M.	"	1	2.41½, 2.45, 2.44	Kate Devenough	Providence, R. I...	May 30
Lady Washington..	ch. m.	N. P. Woolley.....	50 P.	"	1	3.00.....	Bay Billy	Ogdensburg, N. Y..	Feb. 13
Lady Washington..	ch. m.	N. P. Woolley.....	40 P.	"	1	2.55, 2.56, 3.00.....	Sir Walter and Botfield.	Ogdensburg, N. Y...	Feb. 14
Lady Woodruff.....	b. m.	S. Burr.....	2000 M.	"	3	8.23.....	Lady Suffolk.....	Centreville, L. I...	Oct. 28
Lady Worthly.....	ch. m.	George Gates.....	250 P.	.....	1	2.52.....	Spile driver	Madison, Wis.....	Feb. 28
Lady Worthly.....	ch. m.	Wm. Hobkirk.....	50 P.	Harness,	1	3.01, 3.07, 2.52.....	Hambletonian.....	Waupun, Wis.....	July 25
Lady Worthly.....	ch. m.	Wm. Hobkirk.....	50 P.	"	1	2.58, 2.59 2.50.....	Locomotive.....	Portage City, Wis.	Sept. 3
Lancet.....	bl. g.	S. McLaughlin.....	2000 M.	Saddle,	1	2.28, 2.28, 2.52½.....	Flora Temple (harness).	Centreville, L. I...	Sept. 30
Lancet.....	bl. g.	S. McLaughlin.....	2000 M.	"	1	2.29, 2.29, 2.30.....	Flora Temple (harness).	FashionCourse,L.I.	July 29
Lancet	bl. g.	S. McLaughlin.....	4000 M.	Harness,	1	2.33, 2.38, 2.34.....	Brown Dick.....	Centreville, L. I...	Dec. 8
Lantern.....	b. g.	Geo. Spicer	10,000	"	1	2.35. 2.32½. 2.32½, 2.37.....	Buzz.....	Union Course, L. I.	May 6
Lantern.....	b. g.	Geo. Spicer.....	10,000	Wagon,	2	5.17½, 5.22½, 5.28.	Prince.....	Union Course, L. I.	Sept. 18
Lantern and Don....	b. g's.	Horace Jones.....	2000 M.	D. H.	1	2.43½, 2.41½, 2.42½.....	Belle of Saratoga, J. Irving.	Union Course, L. I.	Nov. 8
Lily Belle.....	b. m.	J. Cormack	2000 M.	Wagon,	1	2.40, 2.41, 2.41.....	John Allen.....	St. Paul, Min.....	Nov. 15
Lily Dale.....	b. m.	L. S. Sammis.....	25 P.	"	1	3.06, 3.00, 2.57.....	Freeport Girl.....	Hempstead, L. I...	Aug. 4
Little Dorrit	b. m.	C. Fairbanks.....	2000 M.	Harness,	2	5,30, 5.32½.....	Sleepy Bill.....	Rochester, N. Y...	June 10
Little John	br. g.	Wm. Wheelan.....	500 M.	Wagon,	1	2.40¼	Jim.....	Centreville, L. I...	Oct. 22
Lop-Eared Dutchman.	b. g.	W. Wagner	100 S.	.....	1	3.28, 3.17.....	Sally Ann.....	Cornwall, Can.....	June 25
Major.....	ro. g.	T. Crawford.....	60 M.	Harness,	1	.....	Williamsville (wagon)	Buffalo, N. Y.....	Oct. 7
Major Rogers.....	b. g.	John L. Brown....	200 P.	Saddle,	2	5.25, 5.23¼.....	Albany Girl and 3 others.	Boston, Mass.....	Oct. 25
Major Wandell.....	b. g.	Jesse Wandell.....	800 S.	Wagon,	1	2.58, 2.57.....	Lady Phillips & Ben Bolt.	Centreville, L. I...	Sept. 5
Mary Provost.....	b. m.	Mr. Lovett	500 M.	Harness,	5	19.15.....	Julia Dean.....	San Francisco, Cal.	Dec. 25
Mary Taylor.....	bl. m.	Z. Brownell.....	100 P.	Wagon,	1	2.46, 2.45, 2.42½, 2.46	Lady Sherman.....	Providence, R. I...	July 15
Medley	gr. g.	D. Mace	500 M.	"	1	2.49½, 2.49.....	Bullet.....	Providence, R. I...	July 15
Miller's Damsel....	ch. m.	C. Carll...	800 P.		1	2.36½, 2.36½, 2.37, 2.37.....	Tib. Hinman and F. Hayes	Rochester, N. Y....	June 10
Miller's Damsel....	ch. m.	C. Carll.....	600 S.	Harness,	1	2.44, 2.47½, 2.37½.....	Geo. Dawson.....	Rochester, N. Y...	June 20
Mokelumne.....	ch. m.	Mr. F....	250 P.	Wagon,	1	3.17, 3.15, 3.16, 3.16½, 3.17, 3.18, 3.19.....	Stevedore, R. Dorr, and Eliza.....	San Francisco, Cal.	July 24
Moll Brooks.....	ro. m.	S. Crim....	.... P.	Harness,	1	2.59, 2.58.....	Dan Rice and two others	Lancaster, Ohio....	Oct. 8
Moll Brooks.....	ro. m.	S. Crim.....	.... P.	"	1	3.06½, 3.06, 3.05, 3.04, 3.03...	White Mice and two others	Lancaster, Ohio....	Nov. 8

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List of American Winning Trotting Horses in 1856—*continued.*

NAME.	COLOR.	OWNED OR ENTERED.	PRIZE.	HARNESS OR SADDLE.	DIST.	TIME.	BEATING	COURSE.	DATE.
Monarch	br. h.	A. Wilson	25 P.	Harness,	1		Ch. h. by Cadmus	Lebanon, Ohio	May 14
Monadnock Maid	ch. m.	J. E. Maynard	50 P.		1	3.06, 3.05, 3.03	Lady Wilkins	Lowell, Mass	Aug. 14
Morgan Maid	b. m.	E. G. Barr	30 P.		1	3.07, 3.05, 2.55	Two competitors	St. Albans, Vt	Sept. 25
Mortimer	ch. g.		200 M.		1	3.10	Grey Eagle	Union Course, L. I.	Sept. 5
Moscow	ch. h.	Jesse Smith	50 P.	Harness,	1	2.57, 2.47	Flying Maria and Y. Niagara	Ogdensburg, N. Y.	Feb. 13
Mountain Boy			150 P.		1	2.38, 2.38	Porthos and three others	Boston, Mass	Oct. 24
Musty	b. m.	Wm. Bodine	50 M.	Harness,	1	3.25, 3.28, 3.24	Walkill Lassie	Middletown, N. Y.	Feb. 16
Musty	b. m.	Wm. Bodine	10 P.	"	1		Walkill Lassie	Middletown, N. Y.	July 5
Mystery	b. m.	E. Wheeler	75 P.		1	3.20, 3.21	Nina	Boston, Mass	Oct. 28
Railrods	b. g.	Geo. W. Adams	100 M.	"	1		Trustee	Ticonderoga, N. Y.	Feb. 18
Native American	bl. g.	L. Herr	250 S.	"	1	2.41¼, 2.35½, 2.39, 2.41	Wm. Wood and Lady Kate	Cincinnati, Ohio	Oct. 21
Ned	ch. g.	C. Carll	500 M.	"	1	3.09¼, 2.59	Rose Paine	Centreville, L. I.	Oct. 28
Nelly Bly		G. F. Hartwell	100 M.	"	6¼	23.08	Time	Lancaster, N. H.	Jan. 1
New York	b. g.	G. N. Ferguson	2000 S.	"	1	2.37, 2.42, 2.39, 2.40½	Rhode Island	San Francisco, Cal.	April 26
Nick Ackley	b. g.	Mr. Snider	200 M.	"	1	3.07	Limber Jim	Rochester, N. Y.	Aug. 15
Nimrod			15 P.		1	3.18, 3.19	Three competitors	Lowell, Mass	July 15
O'Blenis	br. g.	W. G. Abrams	400 P.	"	1	2.35, 2.37½, 2.34	Black Ralph & three others	Chicago, Ill	May 21
Ohio Boy	ch. g.	Mr. Ripley	80 P.	"	1	2.56, 2.52, 2.54	Kate Hayes and Butcher Boy	Youngstown, Ohio.	Oct. 17
Old Whitey	wh. g.	Mr. Cornell	50 P.	"	1	3.28, 3.19, 3.16	Butcher	Davenport, Iowa	Oct. 16
Old Whitey	wh. g.	Mr. Cornell	200 M.	"	1	3.08, 3.05, 3.03, 3.06, 3.05	Spread Eagle	Davenport, Iowa	Oct. 17
Pedlar	bl. g.	C. A. Sammis	.... S.	Wagon,	1	3.37, 3.36, 3.38, 3.31	Lady Express	Hempstead, L. I.	Aug. 4
Philadelphia	b. h.	C. Vandebogart	50 P.	Harness,	1	2.59, 2.56, 3.00	Genesee Chief	Batavia, N. Y.	Oct. 10
Pioneer	b. g.		1000 M.	Wagon,	1		Warren	Harlem, N. Y.	Aug. 11
Ploughboy	ch. h.	H. Woodruff	500 M.	"	1	Received forfeit from	C. Hoagland's gr. g.	Centreville, L. I.	July 31
Ploughboy	ch. h.	H. Woodruff	200 M.	Harness,	1	2.41, 2.41, 2.45	Fanny Fern	Centreville, L. I.	Nov. 11
Ploughboy	ch. h.	H. Woodruff	500 M.	Wagon,	1	Received forfeit from	Montreal	Centreville, L. I.	Nov. 20
Post Boy	ch. g.	G. N. Ferguson	200 P.	Harness,	1	2.43, 2.43, 2.49	Oregon John and two others	San Francisco, Cal.	April 1
Post Boy	ch. g.	W. Porter	150 P.		1	2.42, 2.43, 2.44, 2.44	Silvertail and Joe Wilson	San Francisco, Cal.	Sept. 27
Powder	b. g.	John Crooks	200 P.	"	1	2.47½, 2.44½, 2.46, 2.44, 2.43½ 2.45½	Kit Carson and two others	San Francisco, Cal.	Mar. 8
Prince John	gr. g.	D. Pifer	1000 M.	Wagon,	1	2.39½, 2.39, 2.37½	Maud	Union Course, L. I.	Nov. 25
Queen	gr. m.	W. Cottrell	550 S.	Harness,	2	5.51½	Queen of the South and two others	Mobile, Ala	May 6

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Queen Dido	ch. m.	H. Woodruff	500 M.	Harness,	1	2.48¼, 2.44, 2.47, 2.49	Lady Fillmore	Union Course, L. I.	Nov.	5
Rattle	b. g.	Mr. Bradley	500 M.	"	1	2.53, 2.57, 2.58	Union	Union Course, L. I.	Aug.	11
Rattler	b. h.	H. Greenman	100 P.	"	1		Gr. m. and One-Eyed Riley	Fort Edward, N.Y.	Feb.	2
Rattler	b. h.	H. Greenman	600 M.	"	1		R. G. Clark's gr. m.	Fort Edward, N.Y.	Feb.	29
Rattler	ch. g.	Taylor Page	100 P.		1	2.48, 2.45, 2.46, 2.46, 2.46¼, 2.47	Lady Dunbar	Lowell, Mass.	July	22
Rattler	b. g.	Chas. Shear	1000 M.	"	5	16.45	Baltimore Girl	San Francisco, Cal.	Dec.	18
Red Reuben	b. h.	Macker and Kelsy.	50 P.	"	1	3.21, 3.10, 3.10, 3.12, 3.13	Grey Stranger	Beloit, Wis.	Sept.	12
Reindeer	b. c.	Wm. Brown	10 M.	"	½	1.48, 1.47	Black Hawk	Rouse's Point, N.Y.	Mar.	1
Reindeer	bl. g.	Geo. Bidwell	200 P.	Wagon,	1	2.36½, 2.39¼, 2.41¼, 2.41, 2.43½, 2.46, 2.47½	Lady Kate and two others	Chicago, Ill.	June	30
Reindeer	bl. g.	Geo. Bidwell	200 P.	Harness,	1	2.34, 2.34, 2.34, 2.35	Black Ralph & three others	Chicago, Ill.	July	3
Reindeer	bl. g.	Geo. Bidwell	1000 M.	Wagon,	1	2.39½, 2.38½, 2.36½	Lady Kate	Chicago, Ill.	July	17
Reindeer	b. g.	E. Wright	50 M.	Harness,	1	3.16, 3.19, 3.14	Topsey	Hempstead, L. I.	Aug.	4
Reindeer	b. g.	E. Wright	50 M.	"	1	3.20, 3.14	C. Simonson's ch. m.	Hempstead, L. I.	Aug.	4
Rhode Island	ch. g.	W. White	200 P.	"	1	2.46, 2.47, 2.54	Roderick Dhu	San Francisco, Cal.	Jan.	1
Rhode Island	ch. g.	C. S. Ellis	200 S.	Wagon,	1	2.43, 2.42½, 2.45½	B. Williams and Honest John	San Francisco, Cal.	Jan.	18
Rhode Island	ch. g.	C. S. Ellis	860 P.	Harness,	1	2.38½, 2.37½, 2.38¼, 2.39, 2.43.	Kit Carson	San Francisco, Cal.	Mar.	27
Rocket	ch. g.	H. Woodruff	10,000	"	1	2.31½, 2.31½, 2.34½	Brown Dick	Union Course, L. I.	June	20
Ropemaker	ch. g.	D. Pifer	250 M.	"	1	3.08, 3.12, 2.12	Young Hickory	Union Course, L. I.	May	15
Ropemaker	ch. g.	H. Woodruff	500 M.	Wagon,	1	3.01, 3.02, 2.59	Young Hickory	Union Course, L. I.	Sept.	16
Rose of Washington	b. m.	H. Woodruff	1000 M.	Harness,	1	Received forfeit from	Zachary Taylor	Union Course, L. I.	June	8
Rose of Washington	b. m.	H. Woodruff	1000 M.	"	1	2.37½, 2.36½, 2.34½, 2.39	Lady Moscow	Union Course, L. I.	July	8
Rose of Washington	b. m.	H. Woodruff	1000 M.	Wagon,	1	2.43, 2.36, 2.35, 2.35, 2.38	Lady Moscow	Union Course. L. I.	July	15
Sally Ann	ch. m.	Mr. Smith	150 S.	Harness,	1	2.54	Joe Beauchamp	Cornwall, Can	June	26
Sally Miller	b. m.	N. Irving	200 M.		1		J. Potter's ch. g.	Harlem, N. Y.	April	29
Sally Miller	b. m.	S. Weart	200 M.	Wagon,	1	2.57, 2.58, 3.01	Reindeer	Centreville, L. I.	Sept.	6
Sally Miller	b. m.	S. Weart	200 M.	"	1	2.57½, 3.06, 3.00	Freeport Girl	Hempstead, L. I.	Sept.	13
Sally Miller	b. m.	S. Weart	25 P.	Harness,	1	2.56, 2.54, 2.55	Baker Boy	Hempstead, L. I.	Sept.	13
Sally Miller	b. m.	G. Sammis	500 M.	Harness,	1	2.45, 2.40, 2.44	Lady Sontag	Centreville, L. I.	Oct.	28
Sally Miller	b. m.	D. Pifer	500 M.	Wagon,	1	Received forfeit from	Plough Boy	Union Course, L. I.	Nov.	6
Sam	b. g.	J. McLean	125 P.	Harness,	1	3.03½, 2.59, 3.04½, 3.03¾, 3.04.	Snow & two others	Mobile, Ala.	May	12
Sam Rice		Col. Sprague	P.		1	3.13, 3.15	Factor	Mobile, Ala.	Sept.	16
Scareum	b. g.	P. P. Gaylord	50 M.	Harness,	1	3.07, 3.03	Topsey	Whitehall, N. Y.	June	26
Seneca Chief	b. h.	Mr. Sharpe	500 M.	Saddle,	1	3.01, 2.59, 2.58	Black Tom	Toronto, Can.	Oct.	24
Shanghai		Geo. Dickey	M.	Harness,	2	5.47, 5.52, 5.51	Countryman	Milwaukee, Wis.	Sept.	19
Sherman Bl. Hawk		L. North	200 M.		1	2.44, 2.46, 2.49, 2.50, 2.52, 2.52	Hard Road	Burlington, Vt.	Sept.	12
Silvertail	ro. g.	Geo. Blakesley	850 S.		1	2.43, 2.41, 2.43	Zach. Taylor and B. Cottrell	Mobile, Ala.	June	5
Silvertail	ro. g.	Geo. Blakesley	M.		1	2.51, 2.40, 2.43	Bald Hornet	Mobile, Ala.	Sept.	17
Sonora Love	gr. g.	Capt. Hamner	100 M.	Harness,	1	3.34, 2.58	Gazette	Nashville, Tenn.	June	30
Sorrel Billy	ch. g.	J. Conway	200 M.	Wagon,	1	3.16, 3.11	Black Hawk Maid	Union Course, L. I.	April	26
South Star	bl. g.	H. B. Billings	200 M.	Wagon,	1	3.05½, 3.03, 3.02	Providence Girl	Providence, R. I.	May	10
Spinning Jenny	b. m.	L. Lampman	50 P.		1	3.12, 3.14, 3.16, 3.15, 3.14	Pet, Bird, and Mill Creek	Youngstown, Ohio.	Oct.	16
Spirit of the Times.	b. c.	Geo. W. Adams	P.	Harness,	½		Yankee Bill (yearl'gs)	Whitehall, N. Y.	Jan.	28

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List of American Winning Trotting Horses in 1856—*continued.*

NAME.	COLOR.	OWNED OR ENTERED.	PRIZE.	HARNESS OR SADDLE.	DIST.	TIME.	BEATING	COURSE.	DATE.
Spot	sp. g.	H. Woodruff	1000 M.	Wagon,	1	Received forfeit from	Brattleborough (harness)	Union Course, L. I.	Oct. 29
Spread Lightning	bl. h.	P. W. Fleming	50 M.	Harness,	1		Red Schamyl	Whitehall, N. Y.	Mar. 7
State of Maine	gr. h.	Jas. Cowan	500 M.	Harness,	1	3.08, 3.07, 3.00	Harkaway	Rochester, N. Y.	Oct. 31
St. Lawrence	b. h.	Mr. Byington	40 P.		1	2.51, 2.56, 2.57	Two stallions	Burlington, Vt.	Mar. 1
St. Lawrence	b. h.	Mr. McAulay	200 S.	Harness,	1	2.45, 2.45, 2.45	Sultana and two others	Cornwall, Can.	Sept. 12
Tacony	ro. g.	W. Peabody	1000 M.	Saddle,	2	Received forfeit from	Chicago Jack	Union Course, L. I.	Aug. 12
Tacony	ro. g.	Wm. Woodruff	1000 M.		1	2.42¼, 2.50¼, 2.46	Zachary Taylor	Philadelphia, Pa.	Nov. 19
Tecumseh	ch. g.	S. Hoagland	400 M.	Wagon,	1	Received forfeit from	Unknown	Union Course, L. I.	June 26
Tecumseh	gr. g.	Wm. Wheelan	500 M.	Wagon,	1	2.47½, 2.52	Uncle Sam	Union Course, L. I.	Dec. 8
Telemachus	ch. g.	A. Carpenter	25 P.	Saddle,	1	2.45, 2.48	Albany Girl	Boston, Mass.	Oct. 22
Texas	b. g.	Mr. Hampton	250 P.	Harness,	1	2.59, 3.03, 3.10	Oregon	Mokelumne, Cal.	July 5
The Doctor	br. h.	Mr. Kirwin	25 P.	Harness,	1		Two mares and a pony	Quebec, Can.	Feb. 1
Thunderbolt	gr. g.	A. Culverson	25 P.	Harness,	1	3.15, 3.11, 3.12, 3.10, 3.08	Fanny Porter and Fury	Beloit, Wis.	Sept. 10
Tib Hinman	br. m.	Wm. Riley	600 P.	Harness,	1	2.32	Lady Peck and Lady Moscow	Ogdensburgh, N.Y.	Feb. 15
Tib Hinman	br. m.	Wm. Riley	1000 M.	Harness,	1	2.32, 2.31, 2.32, 2.34, 2.36	Miller's Damsel	Buffalo, N. Y.	June 25
Tib Hinman	br. m.	Geo. Efner	100 P.	Harness,	1	2.32½, 2.34, 2.37, 2.37½	Lady Kate and Reindeer	Chicago, Ill.	Aug. 21
Tib Hinman	br. m.	Geo. Efner	800 P.	Harness,	1	2.40, 2.38, 2.35	L. Oliver and Frank Hayes	Rochester. N. Y.	Sept. 12
Tib Hinman	br. m.	Geo. Efner	250 P.	Harness,	1	2.37, 2.37, 2.37	Bl. Ralph and Lady Kate	Buffalo, N. Y.	Sept. 26
Tom	gr. g.	M. Houseman	500 M.	Wagon,	1	2.58, 2.57	Boston	Union Course, L. I.	April 11
Tom Carpenter		L. A. Hitchcock	100 P.		1	2.57, 2.56, 2.56, 2.56	Bellaire and eight others	Boston, Mass.	Oct. 22
Tom Hyer	b. g.	E. Byington	100 P.	Harness,	1	2.47, 2.35	James Buchanan and two others	Chicago, Ill.	Oct. 21
Tom Hyer	gr. g.	Chas. Tourtellot	.... P.		1	2.50, 2.52, 2.48	Car-wheel	Worcester, Mass.	Nov. 11
Tom Parker	br. g.	D. Tripp	125 P.	Harness,	1	2.59, 2.45, 2.40, 2.47½, 2.59	Silvertail	Mobile, Ala.	May 8
Tom Wonder			150 P.	Harness,	1	2.39, 2.40, 2.38	Tecumseh and Reiver	Boston, Mass.	Oct. 24
Topsy	b. m.	French Peter	200 M.	Harness,	1	3.02, 2.57, 2.54, 2.55½	Sorrel Billy	Lowell, Mass.	July 18
Trade Wind	b. g.	C. Shear	350 S.	Harness,	1	2.46½, 2.46¼, 2.49, 2.46	Powder	San Francisco, Cal.	Mar. 29
Trade Wind	b. g.	C. Shear	200 P.	Harness,	1	2.46½, 2.48¼, 2.46, 2.49, 2.58, 2.56	Whalebone and Glencoe Chief	San Francisco, Cal.	Aug. 7
Trotting Childers	bl. h.	L. Maynard	150 P.	Harness,	1	2.54, 2.55, 2.48	Romeo	Boston, Mass.	Oct. 25
True John	br. g.	W. Peabody	1000 M.	Saddle,	1	2.47, 2.41¼, 2.47, 2.55	Pet	Union Course, L. I.	Nov. 24

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Trustee	b. h.	W. N. G. Arthur	100 M.	Harness,	1	3.03, 2.55, 3.01	Nailrods	Ticonderoga, N. Y.	Feb.	25
Trustee	b. h.	W. N. G. Arthur	100 M.	Harness,	1	3.00, 3.01, 3.02, 3.04, 3.08	Topsy	Whitehall, N. Y.	Mar.	7
Uncle Sam	gr. g.	H. Woodruff	500 M.	Harness,	1	2.54, 2.50, 2.47	Crow Queen	Union Course, L. I.	June	26
Uncle Sam	gr. g.	H. Woodruff	500 M.	Wagon,	1	2.48¼	Crow Queen (harness)	Union Course, L. I.	July	10
Uncle Sam	gr. g.	H. Woodruff	500 M.	Wagon,	1	2.51	Crow Queen (harness)	Union Course, L. I.	July	10
Vermont	b. g.	H. Woodruff	500 M.	Wagon,	1	2.57, 2.58¼	Harry Bluff	Union Course, L. I.	Dec.	25
Vermont Boy	b. g.	E. H. Gilman	200 M.		1	2.42, 2.43, 2.49	A gray gelding	Burlington, Vt.	Aug.	8
Van Pearce	gr. g.	Wm. M. Yates	100 P.		1	3.09, 2.56¼, 2.59¼	Billy McCracken	Lexington, Ky.	June	4
Van Pearce	gr. g.	Wm. M. Yates	200 M.	Harness,	1	Received forfeit from	Tom Thumb	Lexington, Ky.	June	5
Van Pearce	gr. g.	Wm. M. Yates	150 P.	Harness,	1	2.51, 2.51	Don and Peytona	Lexington, Ky.	June	6
Van Pearce	gr. g.	L. Herr	50 P.	Harness,	1	3.00, 2.58, 2.49¼	Mayflower	Cincinnati, Ohio	Oct.	23
Washington Colt	b. g.	Mr. Shutes	200 M.	Wagon,	1		Black Team	Harlem, N. Y.	April	29
William Booth	br. g.	W. H. Saunders	200 M.	Harness,	1	2.48, 2.55, 3.01, 2.59	Lucy Long	Rose Valley, N. Y.	June	20
Wolverine	sp. g.	H. Woodruff	500 M.	Harness,	1	Received forfeit from	Brattleborough	Union Course, L. I.	Nov.	20
Wolverine	sp. g.	H. Woodruff		Harness,	1	2.46, 2.46, 2.44, 2.48¾	Brattleborough	Union Course, L. I.	Nov.	20
Woodchuck	b. h.	H. Stevens	200 M.		1	2.59, 2.57	Martha Brown	Keeseville, N. Y.	Oct.	27
Worcester Boy	b. g.	P. Helmes	200 P.	Saddle,	1	2.59, 3.02, 2.59	Poughkeepsie Maid	Harlem, N. Y.	Aug.	29
Worcester Boy	b. g.	C. B. Pratt	50 P.	Harness,	1	2.51, 2.51, 2.53, 2.54	Don and three others	Worcester, Mass.	Nov.	11
Yankee	bl. h.	A. Durfee	25 P.		1	3.31, 3.40	Gr. Eagle and Julius Knapp	Oshkosh, Wis.	July	17
Yankee Sullivan	b. g.	G. W. Nickerson	25 P.		1	2.56, 2.54, 2.57	Bay Bill and four others	Beloit, Wis.	May	30
Young America	b. g.	G. N. Ferguson	500 M.	Harness,	1	2.33, 2.29¼, 2.32	Charley Shear	San Francisco, Cal.	Feb.	13
Young America	b. g.	J. Crook	1000 M.	Wagon,	1	2.47, 2.41¼, 2.42	New York	San Francisco, Cal.	Aug.	9
Young America	b. g.	J. L. Young	1000 M.	Harness,	1	2.34¼, 2.33¼, 2.27¼	Fred. Johnson	San Francisco, Cal.	Oct.	14
Young America	gr. g.	A. Winch	100 P.	Harness,	2	2.53, 2.54, 2.52	Duchess	Providence, R. I.	Sept.	10
Young J. Rossiter	b. g.	Geo. Dimick	100 P.	Harness,	2	5.44, 5.51, 5.41	Corn Cracker	Milwaukee, Wis.	Sept.	18
Young Moscow	bl. m.	P. Helmes	.... P.	Saddle,	1	2.52, 2.56, 2.53	Two competitors	Harlem, N. Y.	Aug.	6
Young St. Lawrence	br. h.	O. W. Dimick	850 s.	Harness,	1	2.45¼, 2.47¼, 2.42¼, 2.44	Young Moscow	Chicago, Ill.	May	15
Young St. Lawrence		Wetherbee & Br.	125 P.		1	2.53, 2.52, 2.50	Fool-killer and Ovendale	Ogdensburg, N.Y.	Sept.	19
Young St. Lawrence	b. h.	W. H. Strong	1000 M.	Harness,	1	Received forfeit from	Morgan	Union Course, L. I.	Dec.	9
Young Warrior	ch. h.	John Wheeler	50 P.		1	2.54, 2.52, 2.54, 2.55	Lady Freeman and Country Girl	Rochester, N. Y.	Sept.	10
Young Warrior	ch. h.	John Wheeler	100 P.	Harness,	1	2.46, 2.40, 2.40¼	J. Temple and Young Mountain Boy	Chicago, Ill.	Oct.	22
Zach. Taylor	ch. g.	Sam Rice	75 P.	Saddle,	1	2.37, 2.34	Belle Creole and Butcher Boy	Mobile, Ala.	May	6
	b. g.	Col. Winfree	.... M.	Wagon,	1	3.19, 3.14	Mr. McClay's mare	Broad Rock, Va.	May	8
	b. g.	P. Beach	200 M.	Wagon,	1	3.01¼, 3.09	Milkman	Centreville, L. I.	Oct.	29
	b. m.	D. Pifer	1000 M.	Wagon,	1	2.48¼, 2.48, 2.59	Agnes	Centreville, L. I.	July	17
	b. m.	D. Pifer	500 M.	Wagon,	5	18.30	H. Woodruff's bl. h.	Centreville, L. I.	Sept.	6
	b. m.	D. W. Page	30 P.		1	2.58, 2.54, 2.57, 2.57	Two mares and a gelding	Stanstead, Can.	Oct.	30
	b. h.	T. Winn	25 P.	Harness,	1	3.25, 3.24	Benj. Baldwin's bl. h.	Stanstead, Can.	Sept.	26
	bl. g.	J. Ebert	25 P.	Harness,	1		A gelding and a mare	Lebanon, Ohio	May	14
	bl. g.	L. F. Payne	50 P.		1	2.59, 2.58, 2.59	A horse and two geldings	Chat'm Four Corn's	July	4

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List of American Winning Trotting Horses in 1856—*concluded.*

NAME.	COLOR.	OWNED OR ENTERED.	PRIZE.	HARNESS OR SADDLE.	DIST.	TIME.	BEATING	COURSE.	DATE.
.....	bl. h.	Mr. Doty	75 P.		1	2.42, 2.37, 2.35.....	Mr. Round's bl. h....	Burlington, Vt....	Feb. 29
.....	bl. h.	J. M. Locke.....	25 P.	Harness,	1	3.10, 3.08, 3.07, 3.08.....	Two competitors....	Stanstead, Can.....	Sept. 26
.....	bl. m.	H. Curtis.....	10 P.	Harness,	¼	1.41, 1.49, 1.46.....	W. W. Mack's b. g...	Stanstead, Can.....	Sept. 25
.....	br. g.	Wm. Graase.....	100 M.	Harness,	¼	1.45½.....	Time (1.50).....	Pittsburgh, Pa.....	Feb. 10
.....	br. g.	Wm. Hobkirk.....	25 P.		1	2.42, 2.50, 2.46.....	Wm. Brown & Dick Smith	Portage City, Wis.	Sept. 5
.....	br. m.	H. Woodruff.....	500 M.	Harness,	1	2.52, 2.51, 2.51.....	Mr. Robert's gr. h...	Centreville, L. I...	Aug. 4
.....	br. p.	Mr. Baldric.....	52 P.	Harness,	1	3.02.....	Three competitors...	Quebec, Can.....	Feb. 1
.....	ch. g.	W. Strong.....	.... P.	Harness,	1	2.56, 2.50, 2.50, 2.55.....	Sally Miller.....	Centreville, L. I...	Nov. 6
.....	ch. m.	L. Surton.....	25 P.	Harness,	1		P. McLaughlin's ch.h.	Middletown, N. Y.	July 5
.....	gr. g.	H. Woodruff.....	500 M.	Harness,	1	2.53.....	S. Hoagland's ch. g..	Union Course, L. I.	Nov. 20
.....	gr. g.	W. Sherman.....	.... P.		1	2.50, 2.52, 2.48.....	A mare and a gelding	Worcester, Mass...	Nov. 11
.....	gr. h.	D. Heinsohn.....	250 P.	Wagon,	1	3.27, 3.29.....	Sim. Lewis's b. m....	Louisville, Ky.....	Sept. 9
.....	gr. m.	Mr. McClary.....	75 P.		1	2.51, 2.51, 2.54.....	St. Lawrence and Bl. Jimmy	Stanstead, Can.....	Oct. 30
.....	ro. m.	R. Cottrell.....	.... P.		1	3.04.....	Nance.....	Mobile, Ala.....	Sept. 16

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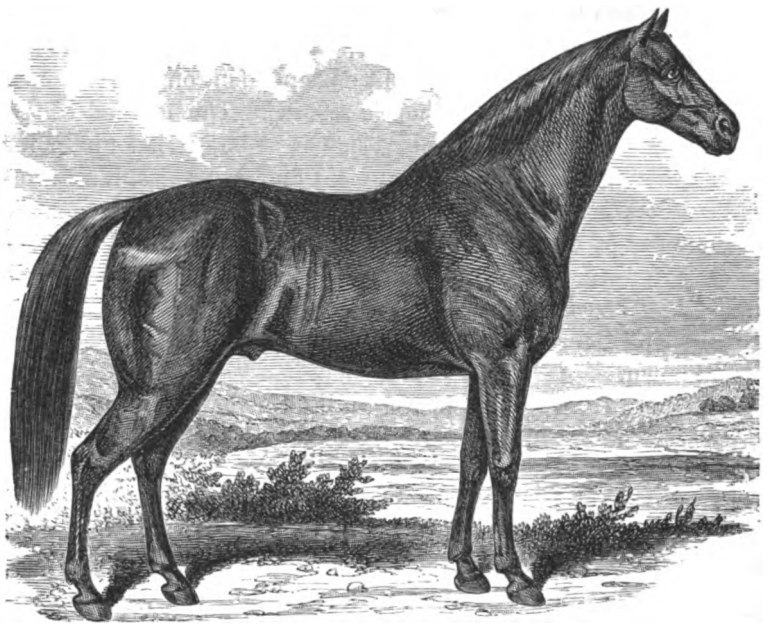

A CLEVELAND BAY STALLION.
Imported from the Emperor of France's stables, by W. C. Rives, Esq., of Va.

PRINCIPLES OF BREEDING.

The following essay on the principles of breeding, on in-breeding, and out-breeding, selection of blood, and choice of mares and stallions, is quoted from an excellent English work, Stonehenge on British Rural Sports.

This has been done, not for the purpose of avoiding trouble or sparing time, but because I conceive the principles laid down to be correct throughout, the reasoning logical and cogent, the examples well-taken, and the deductions from them such as can scarcely be denied.

The examples of this writer, it will be seen, are all taken from English horses. That will, however, be found no drawback or disadvantage, but rather the reverse; as the whole system depends on the power of tracing the blood of the sire and dam, without interruption or error, directly to the original sources, which can, thanks to the existence of regularly preserved stud

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books be done to a certainty in ninety-nine cases out of a hundred in England, whereas with us, after a few generations, the line is too often lost, left in doubt or dependent on mere rumor, owing to the absence of authentic records. The method which Stonehenge suggests can readily, however, be carried out here, after becoming, through his argument and examples, master of the system; since, although the individual pedigrees of many, if not most of our horses, are lost before we get to a very remote antiquity, the original strains, from which our very best blood is derived, through Sir Archy, Fearnought, Janus, Jolly Roger, and Moreton's Traveller, beside others, are perfectly well known.

So that it is easy, in selecting stallions from among the modern importations, to go upon whichever system may strike the fancy, that of in or of out-breeding.

I think, myself, that it is made clear by recent events, and that such is shown to be the case by the tables of racing stock, given at the close of the first volume, that previous to the last quarter of a century, the American Turfman was probably breeding in too much to the old Virginia and South Carolina ante-revolutionary stock, and that the American race-horse has been improved by the recent cross of modern English blood. It is also well worthy of remark, that every one of the four most successful of modern English stallions in this country, which have most decidedly *hit* with our old stock Leviathan, Sarpedon, Priam, and Glencoe, all trace back to several crosses of Herod blood, Glencoe, and Priam, not less than three or four several times each, to crosses of Partner blood, and directly several times over to the Godolphin, Barb, or Arabian—which are the very strains from which our Virginia stock derives its peculiar excellence.

It is farther worthy of remark, that two stallions have decidedly *hit* with the imported English mare Reel, as proved by her progeny, Lecomte and Prioress, respectively, to Boston and Sovereign.

Now Reel, through Glencoe, Catton, Gohanna, and Smolensko, has herself no less than seven distinct strains of Herod blood. Boston, as every one knows, traces directly, through Timoleon, Sir Archy, Diomed, Florizel, to Herod. Sovereign,

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also, through Emilius, his sire, has Herod on both lines, as his paternal and maternal g. g. g. sire; and Tartar, the sire of a Herod, a third time, in one remove yet farther back.

Now this would go to justify Stonehenge's opinion, that the recurrence to the same, original, old strains of blood, when such strains have been sufficiently intermixed, and rendered new by other more recent crosses, is not injurious, but of great advantage; and that, on the whole, it is better, *cæteris paribus*, to have recourse to such, than to try experiments with extreme out-crosses.

On this principle, if one might venture to try prediction, the newly imported stallion Scythian, by Orlando, out of Scythia by Hetman Platoff, in addition to many of the best crosses of out-blood, as Prunella, Highflyer, Eclipse, &c., has at least fourteen in-crosses of Herod blood, seven in the pedigree of Cobweb, his g. g. dam; two through Slane, son of Orville; one through Royal Oak, son of Catton, and four through his sire Orlando, by Beningbrough, Evelina, Buzzard and Diomed, all of whom run ultimately to the strain.

I have no doubt, in the world, that this is a branch of the subject of breeding to which no adequate attention has been given heretofore; and that it will be found hereafter, due regard being had to the remote lines of descent, and proper study being given to ascertain the proximate strains of blood, that far more is to be done for the improvement of stock of all kinds, than can be effected by the choice of this stallion, or that; merely because he is fashionable, because he is handsome, because he has run well, both for speed and stoutness—though, of course, all these are arguments in his favor, and, though in default of some of them he should not be chosen at all—nor even because he has got good stock out of mares of a strain wholly different from that to which it is intended to put him. And I believe that the same theory may be successfully applied to other breeds, than the pure thorough-blood, as I shall explain hereafter.

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THE PRINCIPLES AND PRACTICE OF BREEDING FOR THE TURF AND FOR GENERAL PURPOSES.

THEORY OF GENERATION.

Before proceeding to enlarge upon the practical management of the breeding stud, it will be well to ascertain what are the known laws of generation in the higher animals.

The union of the sexes is, in all the higher animals, necessary for reproduction; the male and female each taking their respective share.

The office of the male is to secrete the *semen* in the *testes*, and emit it into the *uterus* of the female, where it comes in contact with the *ovum* of the female—which remains sterile without it.

The female forms the *ovum* in the *ovary*, and at regular times, varying in different animals, this descends into the *uterus*, for the purpose of fructification, on receiving the stimulus and addition of the *sperm-cell* of the semen.

The semen consists of two portions—the *spermatozoa*, which have an automatic power of moving from place to place, by which quality it is believed that the semen is carried to the ovum; and the *sperm-cells*, which are intended to co-operate with the *germ-cell* of the ovum in forming the embryo.

The ovum consists of the *germ-cell*, intended to form part of the embryo,—and of the *yolk*, which nourishes both, until the vessels of the mother take upon themselves the task; or, in oviparous animals, till hatching takes place, and external food is to be obtained. The ovum is carried down by the contractile power of the fallopian tubes from the ovary to the uterus, and hence it does not require automatic particles like the semen.

The embryo, or young animal, is the result of the contact of the *semen* with the *ovum*, immediately after which the *sperm-cell* of the former is absorbed into the *germ-cell* of the latter. Upon this a tendency to increase or "grow" is established, and supported at first, by the nutriment contained in the yolk of the ovum, until the embryo has attached itself to the walls of

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the uterus, from which it afterward absorbs its nourishment by the intervention of the *placenta.*

As the male and female each furnish their quota to the formation of the embryo, it is reasonable to expect that each shall be represented in it, which is found to be the case in nature; but as the food of the embryo entirely depends upon the mother, it may be expected that the health of the offspring and its constitutional powers will be more in accordance with her state than with that of the father; yet since the sire furnishes one-half of the original germ, it is not surprising that in externals and general character there is retained a *fac-simile*, to a certain extent, of him.

The ovum or mammalia differs from that of birds chiefly in the greater size of the yolk of the latter, because in them this body is intended to support the growth of the embryo from the time of the full formation of the egg until the period of hatching. On the other hand, in *mammalia* the placenta conveys nourishment from the internal surface of the uterus to the embryo during the whole time which elapses between the entrance of the ovum into the uterus and its birth. This period embraces nearly the whole of the interval between conception and birth, and is called *utero-gestation.*

In all the mammalia there is a periodical "heat," marked by certain discharges in the female, and sometimes by other remarkable symptoms in the male. In the former it is accompanied in all healthy subjects by the descent of an ovum or ova into the uterus; and in both there is a strong desire for sexual intercourse, which never takes place at other times in them.

The semen retains its fructifying power for some days, if it be contained within the walls of the uterus or vagina, but soon ceases to be fruitful if kept in any other vessel. Hence, although the latter part of the time of heat is the best for the union of the sexes, because then the ovum is ready for the contact with the semen, yet if the semen reaches the uterus first, it will still cause a fruitful impregnation, because it remains there uninjured until the descent of the ovum.

The influence of the male upon the embryo is partly dependent upon the fact, that he furnishes a portion of its substance in the shape of the sperm-cell, but also in great measure upon

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the effect exerted upon the nervous system of the mother by him. Hence, the preponderance of one or other of the parents will, in great measure, depend upon the greater or less strength of nervous system in each. No general law is known by which this can be measured, nor is any thing known of the laws which regulate the temperament, bodily or mental power, color or conformation of the resulting offspring.

Acquired qualities are transmitted, whether they belong to the sire or dam, and also both bodily and mental. As bad qualities are quite as easily transmitted as good ones, if not more so, it is necessary to take care that in selecting a male to improve the stock he be free from bad points, as well as furnished with good ones. It is known by experience that the good or bad points of the progenitors of the sire or dam are almost as likely to appear again in the offspring, as those of the immediate parents in whom they are dormant. Hence, in breeding the rule is, that like produces like, or *the likeness of some ancestor.*

The purer or less mixed the breed, the more likely it is to be transmitted unaltered to the offspring. Hence, whichever parent is of the purest blood will be generally more represented in the offspring; but as the male is usually more carefully selected, and of purer blood than the female, it generally follows that he exerts more influence than she does; the reverse being the case when she is of more unmixed blood than the sire.

Breeding "in-and-in" is injurious to mankind, and has always been forbidden by the Divine law, as well as by most human lawgivers. On the other hand, it prevails extensively in a state of nature with all gregarious animals, among whom the strongest male retains his daughters and granddaughters until deprived of his harem by younger and stronger rivals. Hence, in those of our domestic animals which are naturally gregarious, it is reasonable to conclude that breeeding "in-and-in" is not prejudicial, because it is in conformity with their natural instincts, if not carried farther by art, than nature teaches by her example. Now, in nature we find about two consecutive crosses of the same blood is the usual extent to which it is carried, as the life of the animal is the limit; and it is a remarkable fact that in practice a conclusion has been arrived at, which

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exactly coincides with these natural laws. "Once in and once out," is the rule for breeding given by Mr. Smith in his work on the breeding for the turf; but twice in will be found to be more in accordance with the practice of our most successful breeders.

The influence of the first impregnation seems to extend to the subsequent ones; this has been proved by several experiments, and is especially marked in the equine genus. In the series of examples preserved in the Museum of the College of Surgeons, the markings of the male quagga, when united with the ordinary mare, are continued clearly for three generations beyond the one in which the quagga was the actual sire; and they are so clear as to leave the question settled without a doubt.

When some of the elements, of which an individual sire is composed are in accordance with others making up those of the dam, they coalesce in such a kindred way as to make what is called "a hit." On the other hand, when they are too incongruous, an animal is the result wholly unfitted for the task he is intended to perform.

IN-AND-IN-BREEDING.

By a careful examination of the pedigrees of our most remarkable horses, of which I have inserted a series of tables in the course of my first volume, it will be seen that in all cases there is some in-breeding; and in the greater part of the most successful a very considerable infusion of it. It is difficult to say what is not to be considered as such, or when to make it commence, for in all cases there is more or less relationship between the sire and dam of every thoroughbred horse; at least, I cannot find a single exception—and again, for instance, examining the pedigree of Harkaway, which is the result of one of the most direct crosses in the Stud-book, we find that his sire and dam are both descended from Eclipse and Herod through three or four strains on each side, as will be seen on referring to the right-hand column. The same will apply to Alarm, who also is the result of as direct a cross as is often seen; and, in fact, whatever pedigree is analyzed, the result will be that the bulk of it in the fifth or sixth remove is made up of Eclipse,

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Herod, and Matchem, or Regulus blood. It is not that a horse goes back to one of these stallions in one line only, but through six or seven, and sometimes through nearly all his progenitors. Hence, it may fairly be assumed that all the horses of the present day are related, either closely or distantly; but when we speak of in-and-in-breeding we mean a nearer relationship than this, such as a first cousin, or, at the most, one in the second or third degree. But I believe it will be found that even this amount of relationship is desirable, if not carried too far, and that a vast number of our best modern horses have been bred in this way.

Examples of Success from this Plan.—The early race-horses of the 18th century were notoriously in-bred, of which Mr. Smith, in his book on breeding for the turf, gives us numerous convincing examples. The two Childers, Eclipse, Ranthos, Whiskey, Anvil, Boudrow, and, in fact, almost all the horses of that day, were much in-bred; sometimes, as in the case of the dam of Leedes, to an incestuous degree. In the above-mentioned treatise the breeder is advised to breed once in, before breeding-out; and it appears to me that better advice was never offered, except that I think it is only carried half as far as it ought to be. But, in consequence of the injurious effects of the system of in-breeding in the human family, a prejudice has been raised against it; and the result has been, that in trying the opposite plan great mischief has often ensued. I have already shown that in nature in-breeding prevails very generally among gregarious animals, like the horse and dog, and I will now endeavor to illustrate Mr. Smith's argument by modern examples. It may be remembered that he instances the Herod and Eclipse blood as having "hit" in a great number of horses, such as Whiskey, Waxy, Coriander, Precipitate, Calomel, Overton, Gohanna, and Beninbrough, which were out of Herod mares, by sons of Eclipse. But it must also be known that Eclipse and Herod are both descended from the Darley Arabian, the one on the sire's side, and the other on that of the dam; and that from this circumstance it is not surprising that a "hit" should follow, if in-breeding be advantageous. There are two points of view in which in-breeding should be viewed; first, as producing successful runners; and secondly, good stal-

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lions and brood mares; but, though it seems to answer in both cases, yet it is in the latter point that I think it is chiefly to be recommended.

Among the horses of the present century the following remarkable instances will illustrate this position, to which great numbers of less illustrious names may be added;—

Example 1.—In 1827 Matilda won the St. Leger very cleverly, and proved herself a superior mare by beating a large field of good horses. She was out of Juliana, who was by Gohanna—son of Mercury and a Herod mare—out of Platina—by Mercury, out of another daughter of Herod.—Matilda's dam, therefore, was the produce of brother and sister.

Example 2.—Cotherstone—winner of the Derby—and Mowerina—dam of West Australian—are the produce of first cousins.

Example 3.—Touchstone and Verbena, sire and dam of Ithuriel, were second cousins, taking from Selim and his sister.

Example 4.—Priam is an example of success by in-breeding, after a series of failures in crossing. Cressida, his dam, was put to Walton, Haphazard, Orville, Wildfire, Woful, Phantom, Scud, Partisan, Little John, and Waterloo, without success. At last, being served by her cousin Emilius—a son of Orville, who had previously failed, not being related to her—she produced Priam. This horse and Plenipotentiary were both sons of Emilius, the latter being the result of as direct a cross as is often seen; but the former was in-bred to Whiskey, who was sire of his dam, Cressida, and also great grandsire of Emilius. Now the above-mentioned two horses were both extraordinary runners; but whilst Plenipotentiary has scarcely had an average success as a stallion, Priam, considering the short time he remained with us, has achieved an imperishable fame. See genealogical table "Priam."

Example 5.—Bay Middleton was the produce of second cousins, descended from Williamson's Ditto and Walton, own brothers, whilst Andover, his son, is the second time in with the Whalebone blood, as follows;—Web, the great-granddam of Bay Middleton, is sister to both Whalebone and Whiskey, the grandsire and great-grandsire of Soldier's Joy, dam of Andover. He, therefore, is also the son of cousins, uniting the blood of

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Selim, on his sire's side, with that of Rubens, brother to Selim, on that of his dam; and thus he is not only in-bred, but the produce of an in-bred sire and dam.

Example 6.—Stockwell and Rataplan are just as remarkable, being descended in the same degree from Whalebone, Whisker, and Web, the very same two brothers and sister as in Andover's case, with an infusion also of Selim blood, through Glencoe, sire of Pocahontas.

Example 7.—Orlando has a still stronger infusion of Selim blood, his dam being a granddaughter of that horse, and great-granddaughter of Castrel—brother to Selim—whilst Touchstone, his sire, is a great-grandson of the last-named horse. Here, then, in-breeding has been carried out to its fullest extent, Vulture having been the produce of first cousins, and being put to a second cousin derived through the same strain; and the result has been, as is well known, the most remarkable stallion of the day.

Example 8.—An instance of the comparative value of two stallions, one more in-bred than the other, may be seen in Van Tromp and Flying Dutchman, both out of Barbelle. These two horses are both in-bred to Buzzard; but Flying Dutchman is also descended from Selim, son of Buzzard on the side of both dam and sire, Selim being great-grandsire of Barbelle and grandsire of Bay Middleton. Now, it will not be questioned at present, that Van Tromp is comparatively a failure, and that the Flying Dutchman, as far as his stock have been tried, is eminently successful as a stockgetter; and such might have been expected, because his dam unites the stout blood of Catton and Orville with that of Selim, which last strain, taking with it the above valuable qualities, hits with the same Selim blood in Bay Middleton.

Example 9.—Weathergage is another instance of success in this mode of breeding, his sire and dam both taking from Muley and Tramp, and Miss Letty, his granddam, being by Priam, grandson of Orville, sire of Muley, out of a daughter of that horse—and consequently herself much in-bred. Weatherbit, the sire of Weathergage, also reunites the blood of the two sisters, Eleanor and Cressida.

Example 10.—I have already adduced some examples of

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the success of the union of the Whalebone with the Selim blood, and I may, in addition, remark on the case of Pyrrhus I., who is by Epirus, a grandson of Selim, out of Fortress, a great-granddaughter of Rubens, brother to Selim; and also in-bred to Whalebone, his dam being by Defence, the son, out of Jewess, the granddaughter of that horse..

Example 11.—Safeguard is bred almost exactly in the same way, but a still closer degree of relationship exists between his sire and dam, he being by Defence—son of Defiance, by Rubens—out of a mare by Selim, brother to Rubens, which same mare is also descended from the Wellesley Grey Arabian. The strongest case of success from close in-breeding, with which I am acquainted, is in a son of the above horse, the steeplechaser Vainhope, who is by Safeguard, a grandson of Selim, and great-grandson of Rubens, out of a mare by Strephon, who was also by Rubens. Now his stoutness and soundness were too well known to need further comment; and his case alone is a strong argument in favor of the breeding-in, a second time.

Example 12.—Almost as strong a case has lately appeared in the Knight of St. George, who was by Birdcatcher, son of Sir Hercules, out of a granddaughter out of that horse, and with a still further infusion of Waxy blood in her granddam. These two last examples are the strongest modern instances of close in-breeding with which I am acquainted; but as they were neither of them quite first class, they do not so much strengthen the argument as some of the previously instanced horses. Nevertheless, being as close as they are, they show that the practice is not attended by a bad result in these particular cases.

Example 13.—The Saddler, who is remarkable for the stoutness, if not for the speed of his stock, is the produce of second cousins, being descended on both sides of his pedigree from Waxy.

Example 14.—Chatham, as good a horse as ever ran, is by the Colonel, son of Whisker, out of Hester, by Camel, son of Whalebone, brother to Whisker; and he is therefore the produce of first cousins. Both these horses—examples 13 and 14—unite the Waxy and Buzzard blood.

Example 15.—Sweetmeat is valuable as a stallion, not only because he is in-bred to Waxy, but because he also possesses

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so much of the celebrated Prunella blood, he being descended from that mare through three several lines—viz., through Parasol, Moses, and Waxy Pope.

Example 16.—Grace Darling—dam of the Hero, by Chesterfield—was the produce of second cousins, both sire and dam being descended from Waxy. It is, therefore, not to be wondered at that she produced so stout a horse as the Hero, combining the Waxy, Priam, Octavian, and Rubens blood. His sire and dam were also third cousins through Cœlia as well.

Example 17.—Wild Dayrell, speedy as he is, may trace his wonderful powers to a reunion of the blood of Velocipede, which exists on the side of both sire and dam, and also to his descent from Selim and Rubens, own brothers, who are respectively his paternal and maternal great-grandsires.

Example 18.—Cowl, by Bay Middleton, out of Crucifix, is the result of the union of second cousins, the sire being descended from Julia, and the dam from Cressida, both of them sisters to the celebrated mare, Eleanor, the winner of the Derby and Oaks. There is also another cross of Whiskey blood from Emilius, so that Cowl is in-bred to Whiskey twice. It would be a curious experiment to put him to some descendant of Muley—such as Alice Hawthorn or Virginia, and thus unite the *three* sisters in one, making a third infusion of this blood with an intervening out-cross. It should be borne in mind that Young Giantess, the ancestress of all these mares, and also of Sorcerer, was the produce of second cousins, and each of these second cousins was also the produce of second cousins, both of their sires and dams having Godolphin as their great-grandsire.

The following brood mares may be attentively examined, and their produce by near relations compared with that by horses only distantly connected, which I have shown all horses are in the present day. This is a still stronger proof of the advantage of in-breeding, than the success of solitary horses as runners.

Example 1.—One of the most successful brood mares of late years was Decoy, who bred a long list of race-horses to Touchstone and Pantaloon; now the former of these horses was much more successful generally in getting racing stock, than the latter, and yet in this instance was beaten by him, as proved by

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comparing Drone, Sleight-of-hand, Van Amburg, and Legerdemain, with Phryne, Thais, Falstaff, and Flatcatcher. Now, why was this? Simply because Touchstone was a more distant relation, and only one line in each was similar—namely, the great-grandsire, Waxy; but in the case of Pantaloon and Decoy, there was a cousinship in the second degree, each having Peruvian as a grandfather; and not only that, but Decoy herself was in-bred to Sir Peter, who was grandsire to both her dam and sire, so that Sleight-of-hand and his brother and sister were *twice* in-bred to him. Now, as the Pantaloon and Decoy blood hit, and their produce not only were fast but stout, there was good reason for returning to Pataloon after the out-cross with Touchstone, which produced Phryne; this mare, when put to him, was successively the dam of Elthiron, Windhound, Miserrima, Hobbie Noble, the Reiver, and Rambling Katie; thus still farther proving the value of in-breeding, more especially with an intervening out-cross, as in this case.

Example 2.—Cyprian, again, is an example of the production of a lot of second-class horses, by crossing her with various sires not related in blood—as, for instance, Jereed, Velocipede, Voltaire, and Hetman Platoff; but when put to Birdcatcher, a great-great-grandson of Prunella, being herself a grand-daughter of the same celebrated mare, she threw a superior animal, in the shape of Songstress.

Example 3.—Virginia bred a series of middling horses, by Voltaire, Hetman Platoff, Emilius, and Birdcatcher, in all of which there was a single point, in which she was related, but in all very distantly, neither was the strain, except that of Orville, first-rate; but when put to Pyrrhus I. she produced a Virago, who, as long as she remained sound, was very far the best of her year. On examining and comparing the pedigrees of the sire and dam, it will be seen that Selim and Rubens—brothers—occur on each side once, and Whalebone, whose name is seen twice in the table of Pyrrhus I., is represented in that of Virginia, by Woful, his brother, beside which Young Giantess occurs in each table. These are over and above the Hambletonian relationship, which is the same in this case as is that of the result of the cross with Voltaire and Hetman Platoff.

Example 4.—In the last year, after a series of failures, Alice

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Hawthorn has given to the turf a race-horse in the shape of Oulston; now if the pedigrees of his sire and dam are examined, it will be seen that Melbourne, the sire, is a grandson of Cervantes, whilst Alice Hawthorn is also a great-granddaughter of the same horse—Cervantes being a grandson of Eclipse and Herod, from which latter horse he also receives two other infusions, and Alice being descended from Eclipse, through Orville, Dick Andrews, Mandane, and Tramp. A very similar case of in-breeding with the same strains occurred in Sir Tatton Sykes, who was the produce of a mare, great-granddaughter of Comus, and also great-great-granddaughter of Cervantes. She was put to Melbourne, a grandson of both these horses, producing that extraordinary horse which I am now adducing as an instance of success in this mode of breeding. The pedigree of the dam of Sir Tatton Sykes should be carefully analyzed, as exhibiting a curious reunion of strains. First, Muley is in-bred to Whiskey, he is then crossed with an Election mare, producing Margrave; the dam of Muley being Eleanor, a daughter of Young Giantess. Next, Margrave, an out-cross, is put to Patty Primrose, containing in her pedigree two infusions of Young Giantess through Sorcerer, and one of Cervantes; and, finally, the Margrave mare, the result of one in-breeding and one out-cross on the side of both her sire and dam, is put to Melbourne, composed of the blood of all three; being descended from Sorcerer, a son of Young Giantess, and also from Cervantes.

If the whole of the pedigrees to which I have here alluded are attentively examined, the breeder can have no hesitation in coming to the conclusion that in-breeding carried out once, or twice, is not only not a bad practice, but is likely to be attended with good results. Let him ask what horses have been the most remarkable of late years as stallions, and with very few exceptions he will find they were considerably in-bred. It has been remarked, that the Touchstone and Defence blood almost always hits with the Selim; but it is forgotten that the one was already crossed with that horse, and the other with his brother Rubens. On the other hand, the Whisker blood in the Colonel has not succeeded so well, it being made up of much crossed and more distantly related particles, and therefore not hitting with the Selim and Castrel blood like his cousins, Touch-

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stone and Defence. It has, however, partially succeeded when in-bred to the Waxy and Buzzard blood, as in Chatham and Fugleman, who both reunite these three strains. The same applies to Coronation, who unites the Whalebone blood in Sir Hercules with that of Rubers in Ruby; but as Waxy and Buzzard, the respective ancestors of all these horses, were both grandsons of Herod, and great-grandsons of Snap, it only strengthens the argument in favor of in-breeding. This conclusion is in accordance with the 14th and 15th axioms which embody the state of our present knowledge of the theory of generation; and if they are examined, they will be seen to bear upon the present subject, so as to lead one to advise the carrying out of the practice of in-and-in-breeding to the same extent as has been found so successful in the instances which I have given. Purity of blood is intimately connected with the practice, because the nearer it is to one standard the more unmixed it is, and by consequence the more fully it is represented in the produce. Hence, it is doubly needful to take care that this pure blood is of a good kind; because, if bad, it will perpetuate its bad qualities just as closely as it would the good, or perhaps still more so.

OUT-CROSSING.

By crossing the blood, we understand the selection of a sire composed of wholly different blood from that of the dam, or as different as can be obtained of such quality as is suitable to the particular purpose in view. Thus, in breeding race-horses it is found that continuing in the same strain beyond two stages derateriorates the constitutional health, diminishes the bone, and lowers the height; hence, it is important to avoid this evil, and another strain must be selected which shall lead to the same results as were previously in existence, without the above deterioration; and this is called out-crossing, or more commonly, crossing. The great difficulty is to obtain this object without destroying that harmony of proportions, and due subordination of one part to another which is necessary for the race-horse, and without which he seldom attains high speed. Almost every individual breed has peculiar characteristics, and so long as the sire and dam are both in possession of them they will continue

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to reappear in the produce; but if a dam possessing them is put to a horse of a different character, the result is often that the produce is not a medium between the two, but is in its anterior parts like its dam, and in its posterior resembling its sire, or *vice versa*, than which no more unfortunate result can occur. Thus, we will suppose that a very strong muscular horse is put to a very light racing mare; instead of the produce being moderately stout all over, he will often be very stout and strong behind, and very light and weak before, and as a consequence his hind-quarter will tire his fore limbs, by giving them more to do than they have the power of accomplishing. This is well seen in Crucifix, who was a very wiry and fast, but light mare, with a fore-quarter hardly capable of doing the work of her own hind-quarter. Now, she has been several times put to Touchstone—a horse remarkable for getting bad-shouldered stock, but with strong muscular propellers—and, with the solitary exception of Surplice, these have been a series of failures. Surplice was also defective in the same way, but still he managed to get along in an awkward style, but somehow or other at a great pace. Cowl, on the other hand, was a better galloper, because there was a greater harmony of parts; but he was somewhat deficient in the stout qualities which Touchstone was intended to supply; yet he will prove, I fancy, a better stallion than Surplice, because he is more truly made, and by consequence more likely to perpetuate his own likeness.

Examples of Out-Crossing.—Harkaway has been alluded to before as a strong case of out-crossing, his sire and dam not being closely related, though still going back to Herod or Eclipse in almost all his lines. He would, however, be considered a decided case of crossing, and he was no doubt a very superior race-horse. As yet, however, he has not done much as a sire, his stock generally being deficient in that essential quality, speed, though stout enough to make good hunters and steeple-chasers. Perhaps his best son was Idle Boy, in which the Waxy blood in the sire hit with the same strain in Iole, the dam, who was a daughter of Sir Hercules.

Example 2.—One of the most remarkable cases of success in crossing, when carried out to a great extent, is seen in Beeswing and her sons Newminster, Nunnykirk, and Old Port. In the

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mare herself the lines are all distinct, and in her cross with Touchstone they are so likewise for three removes. At that distance there is a great-grandsire of Touchstone, Alexander, who is brother to Xantippe, great-great-grandmother of Beeswing; so that she and Touchstone were third cousins. Whether or not this consanguinity, slight as it was, sufficed to produce this happy result in Newminster and Nunnykirk, must be left an open question; but there can be no doubt that Touchstone succeeded with her, whilst a failure resulted from Sir Hercules, who was still more distantly related, the nearest connection with him being a fourth cousinship, through Volunteer and Mercury, own brothers. Queen of Trumps has often been adduced as a case of successful out-crossing, but though her great grandsires and great granddams were certainly none of them identical, yet beyond that line there is an extraordinary influx of Herod blood, through Highflyer, Woodpecker, Lavender, Florizel, and Calash, all his sons or daughters. Now, no one can maintain that it is not very remarkable, when we find such a dash of blood from one superior horse in such an extraordinary animal as Queen of Trumps; neither can it be said that she is composed of materials not related to each other; but at the same time she is fairly to be considered under the ordinary acceptation of the term as a mare bred from a distinct cross. Hers is, however, a very instructive example, as showing that success is sometimes achieved by reuniting, after an interval of several generations, a series of good strains; whether or not her goodness is dependent upon this reunion, or whether it results from the crossing, is only to be decided by comparing a number of cases together, and considering on which side lies the balance of evidence.

Example 3.—West Australian is an exceedingly valuable example of the benefit of a *good* out-cross after in-breeding, and between his sire and dam there was less relationship even than usual.

Example 4.—Teddington, on the contrary, so often adduced for a similar purpose, presents one line of relationship which interferes with the assumption. I have adduced his sire, Orlando, as an instance of successful in-breeding twice through Selim and Castrel, and certainly that strain is not perpetuated

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in Teddington's dam; but a little more distantly there occurs in each portion of the table the name of Prunella and her sister, Peppermint, but only so far as to make them fifth cousins. Still it cannot be compared to the case of West Australian, where the cross is much more decided. In both, however, the sire or dam was much in-bred, and this must be taken into the account in all cases.

Example 5.—One of the most thoroughly-crossed pedigrees of the day is that of Kingston, and being such a good horse as he was, his case must be allowed to weigh in favor of this kind of breeding; but, as I before observed, it is not so much in reference to running as to breeding that this plan is to be considered, and as yet he has not been able, for want of time, to show his powers. Where an out-cross is wanted for such blood as that of Touchstone, which has already been used twice in a pedigree, I conceive nothing better than this game horse, who would then, according to this theory, produce the good effect required by a cross, without interfering with the form of the Touchstone mare. On the other hand, where a second in-breeding to Venison or Partisan mares is required by those who are fond of that peculiar blood, he is well calculated to carry out that view, because the other lines are all good.

Example 6.—Voltigeur, again, is another instance of success from a decided cross.

Example 7.—Queen of Trumps may be adduced as a wonderful animal, resulting from a much-crossed pedigree.

Example 8.—Cossack would, likewise, generally be considered a cross, though even in his case the relationship was that of a fourth cousin; but there is no doubt that numerous cases of successful runners may be adduced where there was no relationship between sire and dam nearer than a fifth or sixth cousinship.

COMPARISON OF IN-BRED AND CROSSED STALLIONS.

The following list of thirty of the most immediately successful stallions of late years shows the proportion of in-bred to crossed horses of this class to be equal. I have omitted such as only became celebrated through their daughters as broodmares, for instance, Defence, &c.

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IN-BRED STALLIONS.

1. Priam,
2. Bay Middleton,
3. Melbourne,
4. Cotherstone,
5. Pyrrhus I.
6. The Baron,
7. Orlando,
8. Ithuriel,
9. Cowl,
10. The Saddler,
11. Sweetmeat,
12. Chatham,
13. Flying Dutchman,
14. Sir Tatton Sykes,
15. Chanticleer.

CROSSED STALLIONS.

1. Partisan,
2. Emilius,
3. Touchstone,
4. Birdcatcher,
5. Sir Hercules,
6. Voltaire,
7. Plenipotentiary,
8. Pantaloon,
9. Lanercost,
10. Venison,
11. Alarm,
12. Ion,
13. Harkaway,
14. Velocipede,
15. Hetman Platoff.

THE BEST MODE OF BREEDING THE HORSE FOR ALL RACING PURPOSES.

CHOICE OF BLOOD TO BREED FROM.

The uncertainty of the results from the best concerted plans in breeding for the turf is proverbial among those who are engaged in the undertaking. Nevertheless, it is clear that laws must exist, which regulate this as well as every other operation of nature; and, though it may at present be difficult to lay them down with certainty, yet an attempt should be made, in order that a foundation may be laid for a future superstructure of sound materials. There are some difficulties which stare us in the face, but which, nevertheless, are much more easily explained than at first sight would appear. Thus, for instance, it is said that when a mare breeds a good colt, and is again put to the same horse, the second is often as worthless as the first is superior; and that, consequently, two and two in-breeding do not always make four. Now, there can be no doubt that this is true; but it is necessary to remember that health is an element

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which makes or mars every horse; and that if the second is not possessed of the same high degree of animal vigor, the result of high health, it is not wonderful when he falls short in performances which are the test of his goodness. But, taking the other side of the question, it is extraordinary that in some cases there have been a series of successes resulting from the union of the same two parents—as in the Whalebone and Whisker example, where there were six most extraordinary horses and mares resulting from the union of Waxy with Penelope; and, on the other hand, as remarkable a series of failures when she was put to even such good horses as Walton, Rubens, and Election. Castrel, Selim, and Rubens, again, are out of the same mare, and all by Buzzard, yet she was put to Calomel, Quiz, Sorcerer, and Election, without a single successful result. Again, there are cases where a horse begets racing stock out of all sorts of mares, and thus we find in more recent days Touchstone, a grandson of Whalebone, carrying on his grandfather's fame still farther, if possible, and begetting a most extraordinary series of winners; but, be it remembered, with an infusion also of one of the three above-mentioned brothers, Selim, who was his maternal great-grandfather. Barbelle, dam of Van Tromp and Flying Dutchman, is another similar case; as is also Fortress, the dam of Old England, and Pyrrhus I. Another remarkable example may be traced in the three sisters by Whisker, out of Young Giantess—viz., Cressida, Eleanor, and Julia, which produced Priam, Muley, and Phantom by three different sires. The list of similar examples might be extended to a great length, though not always perhaps occupied with such illustrious names as the above; but still sufficiently so to indicate that winning blood runs in families, and by consequence, that it is not all the result of chance. Sometimes this is the case with the brood-mare, as in the above instances, and sometimes with the stallion, as in the case of those which become the celebrities of their day. Moreover, it has been found that certain unions or crosses almost always succeed, while others as invariably fail; and as there must be a reason for this, it is desirable to investigate the matter, and endeavor to ascertain the facts connected with these successes and failures. For instance; it has been found that the union of the Touchstone blood with

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that of Selim or Pantaloon has uniformly succeeded—or "hit," as it is termed—and the example is so remarkable, that it leads one to investigate the pedigrees of all three, when it turns out that the first-named is composed of one-eighth Selim already; and that in putting him to a descendant of that horse, or his brother Castrel, the sire of Pantaloon, it is only reuniting the previously separated particles derived from them. This is *a fact* which will serve to form the basis of an argument, and if supported by similar facts, it would show that in-and-in-breeding to some extent is not prejudicial; but, on the other hand, that it is in all probability absolutely advantageous. At the same time it cannot be disputed that the Waxy and Buzzard blood has almost always hit in its first union, as shown in paragraph 257, and elsewhere; and having succeeded once it always seems to hit again still more successfully; and the only question is how far the in-breeding might be carried without deterioration. Again, reverting to the descendants of Whiskey, who was a grandson of Eclipse, we find them hitting once with the Orville blood in producing Emilius and Muley; and again, a second time, with Priam as a result, he being also out of a daughter of Whiskey. Liverpool, sire of Lanercost, was also a grandson of Whiskey on his dam's side, his sire, Tramp, taking a direct descent from Eclipse in the same number of removes as Whiskey. But it is only by further investigation, and ascertaining how far these facts occur in a similar way throughout a series of cases, that any conclusion can be formed; and such a series has been given under the section devoted to an examination of the propriety of in-breeding. By universal consent, however, it is now admitted, and common sense would always lead one to believe, that where a series of winners have appeared of any particular strain, it is likely that others will follow; and hence it has been the rule to select horses of families which have been successful on the turf, in the particular line which it is still further to succeed in. Thus, if a fleet racer is intended to be bred, the breeder would select blood which has produced winners of the Derby, Oaks, or St. Leger, or, if possible, all three. If a steeplechaser is the object of ambition, then the breeder would, as a matter of course, look for the sires and dams of such animals as Lottery, Gaylad, Brunette, &c.,

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and choose from them, or their immediate relations, mares and stallions for his purpose. Again, in breeding hunters, it would follow that such stallions should be selected as have produced good stock of that particular class, in which stoutness, cleverness, good temper, and sound constitution, are indispensable requisites, when united also with the power of carrying weight. Trotters, again, must be chosen for getting trotters; and no one would expect to rear a horse capable of doing his fourteen miles per hour at this pace, from a sire and dam which could not trot above eight, and that with a straight knee. I have myself owned a mare by Monarch, out of Gadabout, which was as fine a trotter as ever was seen, going fast and in the most perfect trotting style, and I have seen some few others, almost as good, of full blood; but they are exceptions to the rule; and there is no case that I know of in which a thoroughbred horse could compete with the regular match-trotter. In all cases, therefore, the breeder must make up his mind as to what he wants, and then select his mares and sires from such animals as belong to families which have long been famous for the qualities he is in search of. If, in addition, he can actually procure the individuals which have distinguished themselves, it will be so much the better; but we shall hereafter find that family is of more consequence than individual success.

SELECTION OF BROOD MARE.

In choosing the brood mare, four things must be considered—first, her blood; secondly, her frame; thirdly, her state of health; and, fourthly, her temper.

Her blood or breeding will mainly depend upon the views of the breeder—that is to say, what particular class of colts he wishes to obtain, and according to his decision he will look out for mares of the particular kind he desires to reproduce, on the principle that "like begets like," but subject to the various considerations partly alluded to in the last chapter, and partly in this and subsequent ones.

In frame, the mare should be so formed as to be capable of carrying and well nourishing her offspring; that is, she should be what is called "roomy." There is a formation of the hips

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which is particularly unfit for breeding purposes, and yet which is sometimes carefully selected, because it is considered elegant; this is the level and straight hip, in which the tail is set on very high, and the end of the haunch-bone is nearly on a level with the projection of the hip-bone. The opposite form is represented in the skeleton given with the article "Horse," which is that of a thoroughbred mare, well formed for this breeding purpose, but in other respects rather too slight. By examining her pelvis, it will be seen that the haunch-bone forms a considerable angle with the sacrum, and that, as a consequence, there is plenty of room, not only for carrying the foal, but for allowing it to pass into the world. Both of these points are important, the former evidently so, and the latter no less so on consideration, because if the foal is injured in the birth, either of necessity, or from ignorance or carelessness, it will often fail to recover its powers, and will remain permanently injured. The pelvis, then, should be wide and deep—that is to say, it should be large and roomy; and there should also be a little more than the average length from the hip to the shoulder, so as to give plenty of bed for the foal; as well as a good depth of back-ribs, which are necessary in order to support this increased length. This gives the whole framework of the trunk of a larger proportion than is always desirable in the race-horse, which may easily be overtopped; and hence many good runners have failed as brood mares, whilst a great number of bad runners have been dams of good race-horses. Beyond this roomy frame, necessary as the eggshell of the foal, the mare only requires such a shape and make as is well adapted for the particular purpose she is intended for; or if not possessing it herself, she should belong to a family having it, according to the 13th axiom given in the last chapter. If a mare can be obtained possessing all these requisites in her own person, so much the more likely will she be to produce race-horses; but if not all, then it is better that she should add as many as possible to the needful framework, without which her office can hardly be well carried out. But with this suitable frame, if she belongs to a family which, as a rule, possesses all the attributes of a race-horse, she may be relied on with some degree of certainty, even though she herself should fail in some of them. Thus, there are many fine roomy mares

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which have been useless as race-horses from being deficient in the power of some one quarter, either behind or before, or perhaps a little too slack in the loin for their length. Such animals, if of good running families, should not be despised; and many such have stood their owners in good stead. On the other hand, some good-looking animals have never thrown good stock, because they were only exceptional cases, and their families were of bad running blood on all or most sides. No mare could look much more unlike producing *strong* stock than Pocahontas, but being of a family which numbers Selim, Bacchante, Tramp, Web, Orville, Eleanor, and Marmion among its eight members in the third remove, it can scarcely occasion surprise that she should respond to the call of the Baron by producing a Stockwell and a Rataplan.

In health, the brood mare should be as near perfection as the artificial state of this animal will allow; at all events, it is the most important point of all, and in every case the mare should be very carefully examined, with a view to discover what deviations from a natural state have been entailed upon her by her own labors, and what she has inherited from her ancestors. Independently of the consequence of accidents, all deviations from a state of health in the mare may be considered as more or less transmitted to her, because in a thoroughly sound constitution, no ordinary treatment such as training consists of will produce disease, and it is only hereditary predispositions which, under this process, entails its appearance. Still there are positive, comparative, and superlative degrees of objectionable diseases incidental to the brood mare, which should be accepted or refused accordingly. All accidental defects, such as broken knees, dislocated hips, or even "breaks down," may be passed over; the latter, however, only when the stock from which the mare is descended are famous for standing their work without this frailty of sinew and ligament. Spavins, ring-bones, large splents, side-bones, and, in fact, all bony enlargements, are constitutional defects, and will be almost sure to be perpetuated, more or less, according to the degree in which they exist in the particular case. Curby hocks are also hereditary, and should be avoided; though many a one much bent at the junction of the *os calcis* with the *astragalus* is not at all liable to curbs. It

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is the defective condition of the ligaments there, not the angular junction, which leads to curbs; and the breeder should carefully investigate the individual case before accepting or rejecting a mare with suspicious hocks. Bad feet, whether from contraction or from too flat and thin a sole, should also be avoided; but when they have obviously arisen from bad shoeing, the defect may be passed over. Such are the chief varieties of unsoundness in the legs which require circumspection; the good points which, on the other hand, are to be looked for, are those considered desirable in all horses that are subjected to the shocks of the gallop. Calf knees are generally bad in the race-horse, and are very apt to be transmitted, whilst the opposite form is also perpetuated, but is not nearly so disadvantageous. Such are the general considerations bearing upon soundness of limb. That of the wind is no less important. Broken-winded mares seldom breed, and they are therefore out of the question, if for no other reason; but no one would risk the recurrence of this disease, even if he could get such a mare stinted. Roaring is a much-vexed question, which is by no means theoretically settled among our chief veterinary authorities, nor practically by our breeders. Every year, however, it becomes more and more frequent and important, and the risk of reproduction is too great for any person wilfully to run by breeding from a roarer. As far as I can learn, it appears to be much more hereditary on the side of the mare than on that of the horse; and not even the offer of a Virago should tempt me to use her as a brood mare. There are so many different conditions which produce what is called "roaring," that it is difficult to form any opinion which shall apply to all cases. In some instances, where it has arisen from neglected strangles, or from a simple inflammation of the larynx, the result of cold, it will probably never reappear; but when the genuine ideopathic roaring has made its appearance, apparently depending upon a disease of the nerves of the larynx, it is ten to one that the produce will suffer in the same way. Blindness, again, may or or may not be hereditary; but in all cases it should be viewed with suspicion as great as that due to roaring. Simple cataract without inflammation undoubtedly runs in families; and when a horse or mare has both eyes suffering from this disease, without any other derangement of the

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eye, I should eschew them carefully. When blindness is the result of violent inflammation brought on by bad management, or by influenza, or any other similar cause, the eye itself is more or less disorganized; and though this itself is objectionable, as showing a weakness of the organ, it is not so bad as the regular cataract. Such are the chief absolute defects, or deviations, from health in the mare; to which may be added a general delicacy of constitution, which can only be guessed from the amount of flesh which she carries while suckling or on poor "keep," or from her appearance on examination by an experienced hand, using his eyes as well. The firm full muscle, the bright and lively eye, the healthy-looking coat at all seasons, rough though it may be in the winter, proclaim the hardiness of constitution which is wanted, but which often coexists with infirm legs and feet. Indeed, sometimes the very best-topped animals have the worst legs and feet, chiefly owing to the extra weight they and their ancestors also have had to carry. Crib-biting is sometimes a habit acquired from idleness, as also is wind-sucking; but if not caused by indigestion, it often leads to it, and is very commonly caught by the offspring. It is true that it may be prevented by a strap; but it is not a desirable accomplishment in the mare, though of less importance than those to which I have already alluded, if not accompanied by absolute loss of health, as indicated by emaciation, or the state of the skin.

Lastly, the temper is of the utmost importance, by which must be understood not that gentleness at grass which may lead the breeder's family to pet the mare, but such a temper as will serve for the purposes of her rider, and will answer to the stimulus of the voice, whip, or spur. A craven or a rogue is not to be thought of as the "mother of a family;" and if a mare belongs to a breed which is remarkable for refusing to answer the call of the rider, she should be consigned to any task rather than the stud-farm. Neither should a mare be used for this purpose which had been too irritable to train, unless she happened to be an exceptional case; but if of an irritable family, she would be worse even than a roarer, or a blind one. These are defects which are appparent in the colt or filly, but the irritability which interferes with training often leads to the expenditure of

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large sums on the faith of private trials, which are lost from the failure in public, owing to this defect of nervous system.

CHOICE OF STALLION.

Like the brood mare, the stallion requires several essentials—commencing also like her, first, with his blood; secondly, his individual shape; thirdly, his health; and, fourthly, his temper. But there is this difficulty in selecting the stallion, that he must not only be suitable *per se*, but he must also be adapted to the particular mare which he is to "serve." Thus, it will be manifest that the task is more difficult than the fixing upon a brood mare, because (leaving out of consideration all other points but blood) in the one case, a mare only has to be chosen which is of good blood for racing purposes, while in the other there must be the same attention paid to this particular, and also to the stallion's suitability to the mare, or to "hit" with her blood. Hence, all the various theories connected with generation must be investigated, in order to do justice to the subject; and the breeder must make up his mind whether in-and-in-breeding, as a rule, is desirable or otherwise; and if so, whether it is adapted to the particular case he is considering. Most men make up their minds one way or the other on this subject, and act accordingly, in which decision much depends upon the prevailing fashion. The rock upon which most men split is a bigoted favoritism for some particular horse; thus, one man puts all his mares to Orlando; another, to Surplice or the Flying Dutchman; although they may every one be different in blood and form to the others. Now, this cannot possibly be right if there is any principle whatever in breeding; and however good a horse may be, he cannot be suited to all mares. Some, again, will say that any horse will do, and that all is a lottery; but I think I shall be able to show that there is some science required to enable the breeder to draw many prizes. That the system generally followed of late is a bad one, I am satisfied, and with the usual and constant crossing and re-crossing it is almost a lottery; but upon proper principles, and with careful management, I am tempted to believe that there would be fewer blanks than at present. I have already given my own theoretical views upon the case, illustrated by numerous examples on both sides of the question. It will

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now be my object to apply these views practically by selecting particular instances.

In choosing the particular blood which will suit any given mare, my impression always would be, that it is desirable to fix upon the best strain in her pedigree, if not already twice bred in-and-in, and then to put to her the best stallion available of that blood. In some cases, of course, it will happen that the second best strain will answer better, because there happens to be a better horse of that blood to be had than of the superior strain, which would otherwise be preferred. If, on the other hand, the mare has already been in-bred to the extent of two degrees, then a cross will be advisable; but I am much inclined to believe, from the success of certain well-known cases, that even then a cross into blood already existing in the mare, but not recently in-bred nor used more than once, will sometimes answer. Upon these principles I should, therefore, look for success; and if the series of tables I have herewith given are carefully studied, it will be seen that the production of good winners has so often followed this practice as to make its adoption exceedingly tempting. It is surprising to me that this very common occurrence of in-breeding among our best modern horses has so generally escaped observation, and the only way in which I can explain it is by supposing. that having frequently been through the grandam on either side it has been lost sight of, because the knowledge of the sire's and grandsire's blood is generally the extent to which the inquiry goes. Thus, we find the most recent writer on the subject, who assumes the name of "Craven," asserting, at page 121 of "The Horse"—"There is no proximity of relationship in the genealogy of the Flying Dutchman, Touchstone, Melbourne, Epirus, Alarm, Bay Middleton, Hero, Orlando, Irish Birdcatcher, Cossack, Harkaway, Tearaway, Lothario, or others of celebrity." Now, of these the Flying Dutchman is the produce of second cousins; Bay Middleton, his sire, being also in-bred to Williamson's Ditto and Walton, own brothers; and Orlando, containing in his pedigree Selim twice over, and Castrel, his brother, in addition. Melbourne also is the produce of third cousins, both his sire and dam being descended from Highflyer. But if to these four, which he has specially named, be added the numerous "others of celebrity"

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to which I have drawn attention, besides a host of lesser stars too numerous to mention, it will be admitted that he assumes for granted the exact opposite of what really is the case.

The choice of particular stallions, as dependent upon their formation, is not less difficult than that of the mare, and it must be guided by nearly the same principles, except that there is no occasion for any framework especially calculated for nourishing and containing the fœtus, as in her case. As far as possible, the horse should be the counterpart of what is desired in the produce, though sometimes it may be necessary to select an animal of a breed slightly exaggerating the peculiarity which is sought for, especially when that is not connected with the preponderance of fore or hind-quarters. Thus, if the mare is very leggy, a more than usually short-legged horse may be selected, or if her neck is too short or too long, an animal with this organ particularly long, or the reverse, as the case may be, should be sought out. But in all cases it is dangerous to attempt to make too sudden alteration with regard to size, as the effort will generally end in a colt made without a due proportion of parts, and therefore more or less awkward and unwieldy.

In constitution and general health, the same remarks exactly apply to the horse as the mare. All hereditary diseases are to be avoided as far as possible, though few horses are to be met with entirely free from all kinds of unsoundness, some the effects of severe training, and others resulting from actual disease, occurring from other causes. With regard to fatness, there is an extraordinary desire for horses absolutely loaded with fat, just as there formerly was for overfed oxen at Christmas. It is quite true that the presence of a moderate quantity of fat is a sign of a good constitution, but, like all other good qualities, it may be carried to excess, so as to produce disease; and just as there often is hypertrophy, or excess of nourishment of the heart, or any bony parts, so is there often a like superabundance of fat causing obstruction to the due performance of the animal functions, and often ending in premature death. This is in great measure owing to want of exercise, but also to over-stimulating food; and the breeder who wishes his horse to last, and also to get good stock, should take especial care that he has enough of the one and not too much of the other.

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In temper, also, there is no more to be added to what I have said relating to the mare, except that there are more bad-tempered stallions met with than mares, independently of their running, and this is caused by the constant state of unnatural excitement in which they are kept. This kind of vice is, however, not of so much importance, as it does not affect the running of the stock, and solely interferes with their stable management.

BEST AGE TO BREED FROM.

It is commonly supposed that one or other of the parents should be of mature age, and that if both are very young, or very old, the produce will be decrepit or weakly. A great many of our best horses have been out of old mares, or by old horses—as, for instance, Priam, out of Cressida, at twenty; Crucifix, out of Octaviana, at twenty-two; and Lottery and Brutandorf, out of Mandane, at twenty and twenty-one; Voltaire got Voltigeur at twenty-one; Bay Middleton was the sire of Andover at eighteen, and Touchstone got Newminster at seventeen. On the other hand, many young stallions and mares have succeeded well, and in numberless instances the first foal of a mare has been the best she ever produced. In the olden times, Mark Anthony and Conductor were the first foals of their dams; and more recently, Shuttle Pope, Filho da Puta, Sultan, Pericles, Oiseau, Doctor Syntax, Manfred, and Pantaloon, have all been first-born. Still these are exceptions, and the great bulk of superior horses are produced later in the series. The youngest dam which I ever heard of was Monstrosity, foaled in 1838, who produced Ugly Buck at three years old, having been put to Venison when only two years of age. Her dam, also, was only one year older when she was foaled; and Venison himself was quite a young stallion, being only seven years old when he got Ugly Buck; so that altogether the last-mentioned horse was a remarkable instance of successful breeding from young parents. As in most cases of the kind, however, his early promises were not carried out, and he showed far better as a two-year-old, and early in the following year, than in his maturity. Such is often the case, and, I believe, is a very general rule in breeding all animals, whether horses, dogs, or cattle. The general practice

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in breeding is to use young stallions with old mares, and to put young mares to old stallions; and such appears to be the best plan, judging from theory as well as practice.

BEST TIME FOR BREEDING.

For all racing purposes, an early foal is important, because the age takes date from the 1st of January. The mare, therefore, should be put to the horse in February, so as to foal as soon after January 1st as possible. As, however, many mares foal a little before the end of the eleventh month, it is not safe to send her to the horse before the middle of the second month in the year. For further particulars, see "Thoughts on Breeding," and the "Stud-Farm," in which the general management of the mare and foal is fully detailed.

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THOUGHTS

ON GENERAL BREEDING.

Now in relation to breeding for general purposes, that is to say to breeding the general horse, with a view to profit, on the part of the breeder, and to practical utility and the improvement of the horse-stock of the country at large, I shall proceed to give a few brief suggestions, and experiences of my own. And first, I shall lay down two axioms, which I consider to be as self-evident, as it is that the nearest line between two points is a right line; and those who cannot adopt them with me, will, I fear, find nothing that they will admire, or that will be of use to them, in what follows. They are these—

First. That the excellence of any and every breed of horse, and of every individual horse, consists in his possession of the greatest attainable degree of pure thorough blood, directly traceable to Barb, Arab or Turk, that is compatible with the weight, bulk, and strength, in hauling, required for the purposes, for which the horse is intended.

Second. That to be of advantage, the pure blood must come chiefly from the sire's, not from the dam's, side.

This second axiom or rule, is a deduction from no theory, or set of principles, but a fact proved by the breeding experience of ages. However pure the blood of the dam, if she be stinted to an animal of inferior blood, the progeny will be inferior to—what they should be—the half-blood.

French physiologists opine, not without strong reasons for their faith, that the pure female animal, once impregnated by an inferior male, from some unknown impression on her nervous

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or generative system, becomes, ever after, herself so nearly a hybrid, that she is thenceforth incapable of producing a pure progeny, even to a pure sire.

The case referred to above, on page 265, of the series of hybrids, preserved in the museum of the College of Surgeons, furnishes a most singular corroboration of this theory.

The circumstances are these—A thoroughbred mare, of extremely high blood, from which it was anxiously desired to obtain a progeny, was stinted several times to thoroughbred stallions, but was always barren. It was suggested to the owner, that she might possibly stand in foal, if tried to some of the *ferine* varieties of the horse; and that, if her barrenness could be once overcome, she would, doubtless, in future prove fruitful by animals of her own type. She was accordingly stinted to a quagga, the striped South African animal, akin to the Zebra,—procured from a menagerie for the purpose,—and, as it was predicted, stood in foal to him, and produced a striped hybrid. Thereafter, she was stinted three times in succession to three different stallions of pure blood—there being, of course, no possible means by which the wild African horse could have had second access to her—and, in each instance, she gave birth to a striped hybrid.

Phenomena of the same description are so common in the case of bitches of any pure race, which may have been casually warded by dogs of another family, or by mongrels, that dog-fanciers will not attempt to breed from such, as have once borne ignoble or hybrid litters; knowing the tendency of the mothers, to breed *back*, as it is technically termed, to the type of the first parent.

Some writers have endeavored to account for this strange anomaly, as it would seem to be, by attributing it to the effect of a first love on the imagination of the female parent; but, although it be admitted that imagination has its influence on the generative organs, and to some degree on the whole system of generation, it seems to be ascribing more than a reasonable, or conceivable duration to a mere mental affection, when one assumes its capacity to alter the whole formal and physical organization of animals, regularly bred of like parents, to the fourth generation.

The first thing, therefore, in my view of the subject, is to de-

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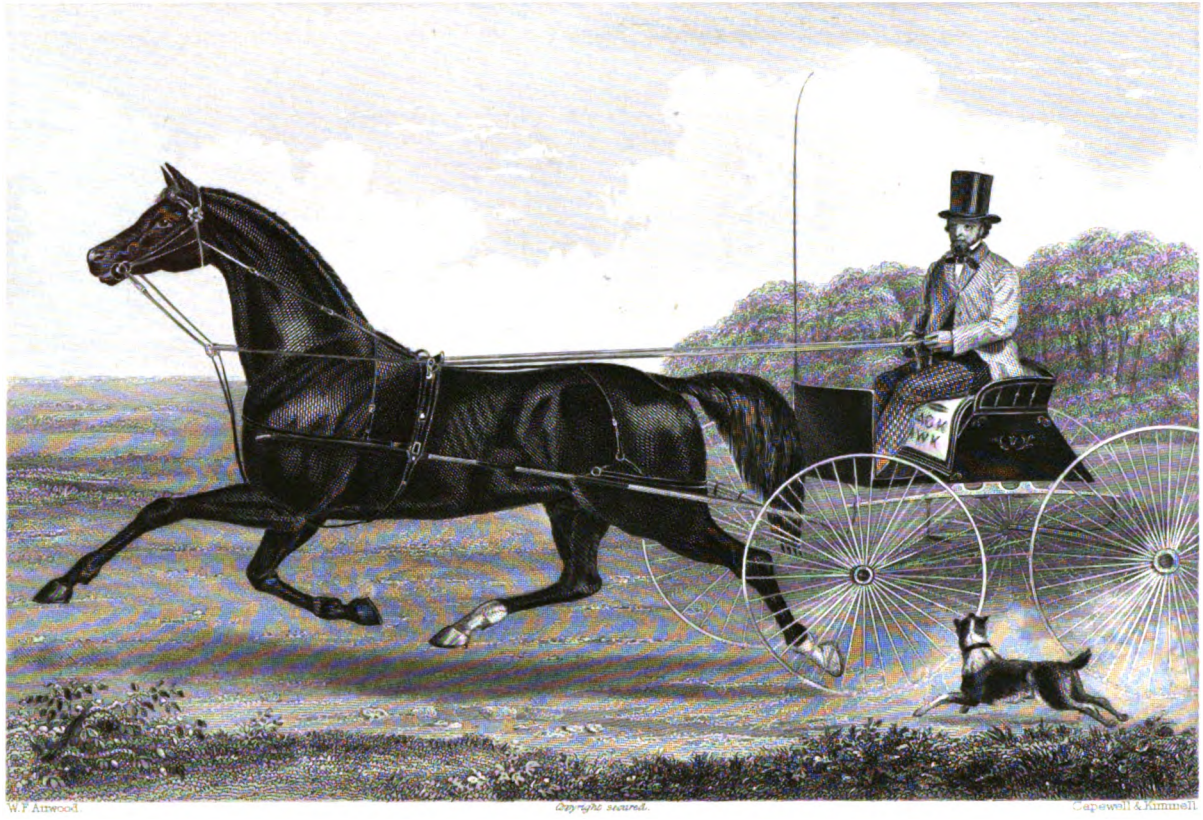

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VERNOL'S BLACK HAWK.

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termine what class of animals not thoroughbred you will raise, and I believe the most profitable to be something nearly akin to the English hunter; that is to say, something which, having one, two, three or more crosses of pure blood, on some excellent common stock, such as the best Vermont mares of the lighter class, the best Canadian or mixed American and Canadian mares, or the best, so called, Morgan mares of the largest and boniest class, may turn out at best a very fast and valuable trotter, or, lacking the speed for that, a high-bred, showy, grand-actioned carriage horse, or, in case he should want height for that purpose, a thoroughly-useful light farm-horse or roadster.

All these horses are to be raised by judicious breeding of the thoroughbred upon common mares. But it requires knowledge, experience and judgment, to succeed in such an attempt.

Nothing is more fatal, as a mistake, than to try to produce great size, or even increase of size, by stinting under-sized, weedy mares to great, overgrown, bulky stallions. The result is, almost invariably, ill-shaped, narrow-chested, slab-sided, leggy animals, with light round bone, and often altogether defective in balance and counterpoise of parts; having heavy heads, long, weak, unmuscular necks, and either the fore-quarters or the hind-quarters vastly and disproportionately in excess. Something of this sort is said by the late J. S. Skinner, in his Journal of Agriculture, in an article on the breeding of the American trotting horse, to have been notoriously the case of the progeny of a Cleveland Bay stallion of great size, imported by Robert Pattison of Maryland, and sent by him into Frederick county of that State.

This is precisely the result which I should have expected, supposing the class of mares stinted to him, whose produce turned out so unfortunately, to have been of the wretched weedy, spindle-legged, raw-hipped, ewe-necked class, which one sees generally used for farm-work, in that State and Delaware, on the smaller farms and in the hands of the poorer rural proprietors—evidently an effete and run-down cross of thoroughbreds, probably both male and female, with the poorest kind of the country horse.

Had the Cleveland Bay, in question, that is if he were really a fine and well-proportioned animal, with good carcass, deep sloping shoulders, broad chest, arched sides, short flat cannon-

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bones and good quarters—such as the noble animal Emperor, lately imported by Mr. Rives into Virginia, whose figure stands at the head of this paper, and who may be set down as a perfect type of the highest class of improved Cleveland Bay—been put to well-selected mares, of the right breed and of the right formation, he would not have been accused of deteriorating the breed of horses, but would have undoubtedly given size, but not size without substance, height without bone, much less length without proportion.

In some portions of the country, and particularly in those portions, where there is evidence, in the character of the now existing horse-stock, that there has been an original strain of Cleveland Bay blood, subsequently crossed with other bloods, such as the Canadian and the thoroughbred—the latter remotely—as I think is the case in the State of Vermont, where I conceive the short, compact stocky Morgans to be the result of such an intermixture, I do not doubt that the services of such a Cleveland Bay stallion as Emperor, put to long, roomy, well quartered and well-proportioned mares of the Morgan breed, would be of incalculable benefit. I have no doubt that in the first generation such a horse would produce admirable light team horses of great show and substance, suitable for express wagons and the like, and that the mares bred to thoroughbred horses of the right kind—selected for bone, compactness, and substance—would give in the first cross carriage-horses, and in the second trotters, parade horses, or cavalry horses, of the highest possible caste and form. I doubt, that without some such cross, giving increased size, bone, and room to the Morgan, or light Vermont, road mares, extensively crossing with thoroughbreds would not succeed in the first instance, unless from the very cream of the largest mares, and from a horse of singularly well-selected points and characteristics of bone, form, and last not least, blood of some strain, such as those of Orville, Comus, Woodpecker, Lottery, Humphrey Clinker, or our own Messenger, famous for success in producing hunters or roadsters.

Such a horse as Priam, whatever may be said of his racer-getting qualities, would be fatal to a line of roadsters, hunters, or chargers, from the fatal tying in of his knees.

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Thus, if it be turned to the proper use, I consider that the importation of Emperor, the Cleveland Bay, above spoken of and represented, is a move in the right direction, and one likely to have the most generally beneficial consequences.

If, however, it be intended to set him covering run-out, narrow, weedy thoroughbreds, or half or three-fourths part bred mares, in the hope of giving them bone, bulk, and stamina by the new strain, it needs no prophet to foresee and foretell the very opposite results.

The animals will have less than the blood —which is the only one good point left to them—of their dams, and none of the characteristics of their sire. Since the mares have neither the uterine capacity to contain the fœtus proportioned to such a horse, with natural reference to its growth and development previous to its birth, nor the blood and stamina for its nourishment while within their bodies.

There is another class of importations, that of the Percheron Norman stallions, to which I look with the greatest interest—although with no idea whatever that the stock got directly by them out of any class of mares, whatever, will be of use for any other purpose than draught. It is as the progenitors of mares, which will cast the finest foals for general work, to thoroughbred horses, deriving show, size, round action, and bone from the dams, speed, endurance, courage, and blood from the sires, that I consider they will be invaluable, and even superior to the Cleveland Bays—in that they, in themselves, possess a share of Barb blood, and that they have by nature, with some size, the very form, and the shape, and quality of bone which we desire.

I have no doubt that even well-chosen, pure Canadian mares would produce wonderfully improved stock to horses of this, their own, original strain—but that the larger-sized mares of Canada, the result of a cross between Canadians and well-bred English crosses—that is to say, the produce of one or two outcrossings after a long continuance of in-breeding—put once more to pure Norman stallions, would produce wonderful stock, can, in fact, hardly be questioned, by any one at all conversant with the theory of breeding, or its practice. And that the offspring of the mares of that new strain, by properly selected

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thoroughbreds, would be chargers on which a king might be willing to do battle for his crown, or which a queen might be proud to see harnessed to her chariot, on her coronation, I, for one, would stake my reputation as a horseman.

This, in a word, is what I think is most needed, and most desirable to be done—to raise by judicious selection of parents, by large and liberal nourishment of the mares, while in foal, and by careful feeding, tending, and fostering the young animals—not forgetting to protect them from severe weather, and sudden changes of temperature—the standard bone and muscle of our common country mares, and then to breed them to the best, and nothing but the best, blood-horses.

And here I will proceed to extract from the American edition of Youatt on the Horse, a letter to the American editor of that work, from Edward Harris, Esq., of Moorestown, New Jersey, descriptive of his pure imported Norman stock, and giving his views in reference to the characteristics, which the stock bred from his Norman stallions are likely to possess, and to the most judicious mode of introducing this blood. With most of Mr. Harris's views I most cordially agree, especially in his positively expressed opinion, that, with sufficient margin of time and money combined, with the possession of a large landed estate, he, or any judicious breeder would produce *the very best of horses for all purposes, that is to say the very best horse of all work*, by breeding from the thoroughbred English racer.

The only point in which I entirely differ from him is, as to the likelihood that the produce of "Diligence"—that is to say, of a pure Norman stallion, "and a large-sized thoroughbred mare would be the desired result," that result being "a carriage horse sufficiently fashionable for the city market."

"Should this fail," he adds, "I feel confident that another cross from these colts"—that is to say, from stallions, the produce of a Norman horse and a thoroughbred mare—"will give you the Morgan horse on a larger scale."

In all this I utterly disagree with Mr. Harris, and am certain that he is in error—he admits that his horse Diligence has not had thoroughbred mares stinted to him, but that "the mares

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with which he breeds the best, are the mares which you would choose to breed a good carriage-horse from, with a good length of neck, and tail coming out on a line with the back, to correct the two prominent faults in the form of the breed, the short neck and the steep rump."

This is doubtless true, and from the mares produced by this cross, bred once to a fine thoroughbred, I have no fear that he would obtain the stamp of carriage-horse, which he desires, and from a second cross of the mares so got to thoroughbred, again, that the result would be an improved type of the Morgan horse.

I would not hesitate, moreover, a moment to stint Morgan mares to either these pure Norman stallions, or good Canadians, with a view to obtaining improved bone and size without loss of spirit, by a recurrence to what I do not doubt to be one of the original sources of the Morgan stock, and then to breeding the mares, so improved in stature, to the best formed and most compact hunter-getting thoroughbred stallions I could find.

Morgan stallions, with all deference, I would not use at all—at all events only for covering large, roomy, cold-blooded mares, for which purpose they would be identical, as to the object, though far inferior in degree, with the thoroughbred horse.

Mr. Harris's well-written and intelligent letter speaks for itself, and with it I shall close this portion of my work. I had intended to add some account of the cavalry horse of the United States, but, on reference to headquarters, I find that there is no such distinctive animal—that there is no regular standard of blood, size, or form required, and no organized regulations, either for purchasing or examining the animals—the whole system of the cavalry service—that arm having been confined almost entirely to the frontiers—being in embryo, and, as I am given to understand, at this moment in progress of reconstruction and organization *de novo*, after the best experiences, under a competent board of officers.

"Moorestown, April 6, 1850.

"My dear Sir—Your kind favor of the last of March, has been duly received. I regret that, in consequence of the decease of a near relative, it has been out of my power to prepare my answer as soon as you desired.

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"I thank you, my dear sir, for the order you have suggested to be observed in my communication. You will soon perceive that I am by no means a practised writer, therefore your suggestions are the more acceptable in aiding me to draw up my 'plain, unvarnished tale.'

"These horses first came under my observation on a journey through France in the year 1831. I was struck with the immense power displayed by them in drawing the heavy diligences of that country, at a pace which, although not as rapid as the stage-coach travelling of England, yet at such a pace, say from five to nine miles per hour, the lowest rate of which I do not hesitate to say, would, in a short time, kill the English horse if placed before the same load. In confirmation of this opinion I will give you an extract from an article on the Norman horse in the British Quarterly Journal of Agriculture, which I quoted in my communication to the Farmer's Cabinet of Philadelphia, in 1842, as follows;

"'The writer, in giving an account of the origin of the horse, which agrees in tracing it to the Spanish horse of Arabian ancestry—with the account which I have given above, which I procured from French sources, says, "The horses of Normandy are a capital race for *hard work and scanty fare.* I have *never seen* such horses at the collar, under the diligence, the post-carriage, the cumbrous and heavy voiture or cabriolet for one or two horses, or the farm-cart. They are *enduring and energetic beyond description;* with their necks cut to the bone, they flinch not; they put forth all their efforts at the voice of the brutal driver, or at the dreaded sound of his never-ceasing whip; *they keep their condition when other horses would die of neglect and hard treatment.* A better cross for some of our horses can not be imagined than those of Normandy, provided they have not the ordinary failing, of too much length from the hock downwards, and a heavy head." I think that all who have paid attention to this particular breed of Norman horses —the Percheron, which stands A No. 1—will bear me out in the assertion that the latter part of this quotation will not apply to them, and that, on the contrary, they are short from the hock downwards; that their heads are short, with the true Arabian face, and not thicker than they should be to correspond with

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the stoutness of their bodies At all events you can witness that *Diligence* has not these failings, which, when absent, an Englishman—evidently, from his article a good horseman—thinks, constitutes the Norman horse the best imaginable horse for a cross upon the English horse of a certain description. Again he says, "They are very gentle and docile; a kicking or vicious horse is almost unknown there; any person may pass in security at a fair at the heels of hundreds.'"

"My own impressions being fortified by such authority from such a source—where we look for little praise of any thing French—and numerous others, verbal and written, I made up my mind to return to France at an early day, and select a stallion at least, as an experiment in crossing upon the light mares of New Jersey. My intention was unavoidably delayed until the year 1839, when I went seriously to work to purchase two stallions and two mares with the aid of a veterinary surgeon of Havre, Monsieur St. Marc, to whose knowledge of the various distinct breeds which exist in France, and his untiring zeal in aiding my enterprise, I take great pleasure in making acknowledgments. The animals in due time were procured, but the last which was brought for my decision, although a fine stallion showed such evident signs of a cross of the English blood—afterwards acknowledged by the owner—that I rejected him, and the packet being about to sail, and preparations being made for the shipment, I was obliged to put the stallion and two mares on board, no time being left to look up another stallion. Here another difficulty arose—I could find no competent groom in Havre to take charge of them on the voyage, and deliver them in New York. I was obliged to make an arrangement with one of the steerage passengers, a German, who had never been to sea before, to attend to them to the best of his ability. As you may suppose, I did not feel very well satisfied with this arrangement. I therefore wrote to M. Meurice of Paris, to take charge of my baggage which I had left at his hotel, and the next morning I was on my way to New York in the packet ship Iowa, Captain Peck, where I lived in the round-house on deck, with himself and officers. It was the Iowa's first voyage, and her cabin had not been finished, so great was the fear of the owners, at that time, that their 'occupation was gone' of carrying cabin

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passengers, in consequence of the recent success of the English sea-steamers. We had three hundred steerage, and I was the only *cabin* passenger. The horses were also on deck. The first night, so great was the change in the temperature, on the occurrence of a slight storm, that all the horses took violent colds, and, unfortunately, with the best use I could make of M. St. Marc's medicine-chest, and his very judicious directions for the treatment of the horses under this anticipated state of affairs, I could not prevent the death of the stallion from inflammation of the lungs, before reaching New York. The mares were landed safely, but too much stiffened by the voyage and their sickness, to make the journey at once across the Jerseys on foot. I procured a trusty man to accompany them, and sent them by railroad for Burlington. The next morning I had the mortification to see my man returned with the sad news that the finest mare had broken through the bottom of the car, and fractured one of her hind legs. Thus left with one horse out of four selected, the only alternative was to give up, or go back for more. I did not hesitate about the latter, and in three weeks I was steaming it on board the Great Western. My next purchase was "Diligence," another stallion, and two mares. This time I was more fortunate, and procured an excellent groom to accompany them, who succeeded in getting them safely to New York and to Moorestown, *carefully shunning the railroad.* I have, since that time, lost one of the mares, and the other stallion went blind after making one season. Not wishing to run the risk of perpetuating a race of horses with weak eyes, I have not since permitted him to cover mares; though I must say for him that his colts have all good eyes, and stand high in public favor.

"Those who are acquainted with the thoroughbred Canadian horse, will see in him a perfect model, on a small scale, of the Percheron horse. This is the peculiar breed of Normandy, which are used so extensively throughout the northern half of France for diligence and post-horses, and from the best French authorities I could command—I cannot now quote the precise authorities—I learned that they were produced by the cross of the Andalusian horse upon the old heavy Norman horse, whose portrait may still be seen as a war-horse on the painted windows

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of the Cathedral of Rouen, several centuries old. At the time of the occupation of the Netherlands by the Spaniards, the Andalusian was the favorite stallion of the north of Europe, and thus a stamp of the true Barb was implanted, which remains to the present day. If you will allow me to digress a moment, I will give you a short description of the old Norman draught-horse on which the cross was made. They average full sixteen hands in height, with head short, thick, wide and hollow between the eyes; jaws heavy; ears short and pointed well forwards; neck very short and thick; mane heavy; shoulder well inclined backwards; back extremely short; rump steep; quarters very broad; chest deep and wide; tendons large; muscles excessively developed; legs very short, particularly from the knee and hock to the fetlock, and thence to the coronet, which is covered with long hair, hiding half the hoof; much hair on the legs.

"The bone and muscle, and much of the form of the Percheron is derived from this horse, and he gets his spirit and action from the Andalusian. Docility comes from both sides. On the expulsion of the Spaniards from the north, the supply of Andalusian stallions was cut off, and since that time in the Perche district in Normandy, their progeny has doubtless been bred in-and-in; hence the remarkable uniformity of the breed, and the disposition to impart their form to their progeny beyond any breed of domestic animals within my knowledge. Another circumstance which I think has tended to perpetuate the good qualities of these horses, is the fact of all their males being kept entire; a gelding is, I believe, unknown among the rural horses of France. You may be startled at this notion of mine, but if you reflect a moment, you must perceive that in such a state of things—so contrary to our practice and that of the English—the farmer will always breed from the best horse, and he will have an opportunity of judging, because the horse has been broken to harness and his qualities known before he could command business as a stallion. Hence, too, their indifference to pedigree.

"If the success of Diligence as a stallion is any evidence of the value of the breed, I can state, that he has averaged eighty mares per season for the ten seasons he has made in this coun-

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try, and as he is a very sure foal-getter, he must have produced at least four hundred colts; and as I have never yet heard of a colt of his that would not readily bring one hundred dollars, and many of them much higher prices, you can judge of the benefit which has accrued from his services. I have yet to learn that he has produced one worthless colt, nor have I heard of one that is spavined, curbed, ringboned, or has any of those defects which render utterly useless so large a number of the fine-bred colts of the present day. The opinion of good judges here is, that we have never had, in this part of the country at least, so valuable a stock of horses for farming purposes; and further, that no horse that ever stood in this section of the country has produced the same number of colts whose aggregate value has been equal to that of the colts of Diligence; for the reason that, although there may have been individuals among them which would command a much higher price than any of those of Diligence, yet the number of blemished and indifferent colts has been so great, as quite to turn the scale in his favor.

"In reply to your queries, I would say to the first, that Diligence has not been crossed at all with thoroughbred mares —such a thing is almost unknown here at the present day; but those mares the nearest approaching to it have produced the cleanest, neatest, and handsomest colts, though hardly large enough to command the best prices. Those I know of that cross are excellent performers.

"2. The style of mares with which Diligence breeds best, appears to me to be the mare which you would choose to breed carriage-horses from, with a good length of neck, and tail coming out on a line with the back, to correct the two prominent faults in form of the breed, the short neck and steep rump.

"3. What is the result of the cross with different styles—as regards size and shape?—This may be answered in a general way by stating, the size will depend somewhat upon the size of the mare, with due allowance for casting after back stock, which will be well understood by breeders. As regards shape, you may depend upon the predominance of the form of the horse in nine cases out of ten; indeed, I have only seen one of his colts that I could not instantly recognize from the form. The reason will occur to you from what I have said of the extreme

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purity of the breed; such as they are they have been for centuries; and could you find another race of horses of entirely different form in the same category as regards their pedigree, my belief is, that when you should see the first colt from them, you would see the model of all that were to follow.

"4. Can you breed carriage-horses sufficiently fashionable for the city markets? I do not hesitate to say that it cannot be done with the first cross. There is too much coarseness about them, which must be worn down by judicious crossing; and I think a stallion got by Diligence upon a large-sized throughbred mare, would go very far towards producing the desired result. Should this fail, I feel very confident that another cross from these colts on the thoroughbred mare, will give you the *Morgan horse on a larger scale.* I still hold to the opinion I expressed to you years ago, that the action of our common horses would be improved by this cross. His colts have higher action than their dams, and generally keep their feet better under them; in other words, they pick them up quicker, not suffering them to rest so long upon the ground.

"Your fifth and sixth questions will be answered by what I have further to say in regard to the progeny of Diligence.

"I may safely say they are universally docile and kind, at the same time spirited and lively. They break in without any difficulty. As regards their speed, I do not know of any that can be called fast horses, though many *smart* ones among ordinary road horses. Diligence, as I have said elsewhere, was chosen—for obvious reasons—as a full-sized specimen of the breed. As for speed in trotting, we cannot doubt its being in the breed, when we look at the instances among the thoroughbred Canadian ponies. Could I have made my selection from the stallions which I rode behind in the diligences, I could have satisfied the most fastidious on this point; but, unfortunately, these horses all belonged to the government, and are never sold until past service. My main object was to produce a valuable farm-horse. The chance of fast colts is not very great; because those persons having fast mares to breed from, naturally look for a fast stallion, and failing to find him, take one of the best English blood they can find; and should they occur, they will be mares, or, ten to one, horses, gelded before their good quali-

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ties are discovered. Perhaps some part of what I say above will be more clear to you if I say, that I hold to the opinion that the Percheron blood still exists in Canada in all its purity.

"You will think, perhaps, that I have said quite enough about my humble hobby, and you will have found out too, that I have no idea, contrary to your good-natured warning, of making 'swans of my geese.' What I should like to see would be further importations of these horses, thereby multiplying the chances for a happy hit in crossing, and to draw public attention to them, which would do more for them than writing till doomsday. So far from considering these horses as capable by any crossing of producing the very best of horses for all purposes, that is to say, the best horse-of-all-work, I believe that if I had my time to live over again, had a very large landed estate, an unlimited supply of '*the dust*,' I could produce that horse by breeding from the thoroughbred English racer. It would not be difficult now to select, to start from, stallions and mares possessing all the requisites of size, form, temper, &c.; but each of these individuals is such a compound of all kinds of ancestors, good, bad, and indifferent, that you would be obliged from their progeny to select and reject so often, for faults of size and form, and for blemishes and vices, that your allotted days would be near a close before you produced any thing like uniformity in the breed. Still, we see what has been done by Bakewell and others in breeding stock; therefore I contend, à la Sam Patch, that what has been done may be done again.

"I therefore am decidedly of opinion, that we cannot do better, if we wish to produce in any reasonable time a most invaluable race of horses for the farm and the road, than to breed from the full-sized Norman or Percheron horse.

"I remain, yours very sincerely,

"EDWARD HARRIS."

THE STUD FARM.

The necessity for a farm, with all the buildings suitable to a breeding stud of race-horses, is self-evident, inasmuch as the mares and colts of that valuable nature, and also of such intractable dispositions, that ordinary accommodation would be

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insufficient. But even more do they require herbage of a peculiar kind, full of fine clover, yet free from the coarse grasses, and the land well drained, and of a sandy or chalky subsoil. The presence of these characteristics has made Yorkshire so prominent as a breeding locality, and its thoroughbreds, as well as its horses of inferior blood, have always stood high in the scale. On the other hand, low, marshy situations are unfavorable to the development of the horse, and cause him to be coarse, unwieldy, and generally unsound. In selecting a breeding farm, therefore, the first and the most absolutely essential point, is the soil, and by consequence the herbage. The surface should be undulating, but not very hilly, giving just sufficient alteration to teach the young stock the difference between up-hill and down, and enabling them to acquire the power of mastering themselves over both variations of surface. The size of the enclosures may easily be altered, if too large or too small; but it would be well, and would save much subsequent trouble and expense, if a farm could be found divided into small enclosures by banks and strong thorn hedges, and without deep ditches, which are always a source of danger to both colt and dam. Walls are very good divisions, if they are high enough, and the earth is raised against their foundations; but they are not equal to good banks, with thorn hedges upon them.

A certain number of hovels proportioned to the mares must be put up, if they are not already in existence, and they may most economically be built by placing four together where four paddocks meet; or, if those are very large, by building in the middle of one, and dividing off the field into the four separate runs, for the mares and foals. But though this plan is very commonly adopted from economical motives, it is not a good one, because the aspect of two of the hovels must be northerly or easterly, both of which are cold and prejudicial to young stock, besides being too shady during the early spring. It should, moreover, be remembered, that in the spring time, when mares require the most grass they exhaust it the soonest, and therefore it will not be advisable to allot them too small a run, but rather to give each hovel a double one, in order that as soon as the mare has cropped one half close she may have a change into the other. The annexed plan of a pair of hovels, with yards and

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paddocks, will afford a good idea of the very highest accommodation which can be desired. They may be built of brick, stone, or timber, according to the taste and purse of the proprietor. In all cases the size should be about 15 feet by 12 feet for both hovels and yards, and the aspect should be invariably to the south, either facing that quarter or a point or two to the east or west of it. The door should never open in any other direction, because it often happens in early spring that the weather is too cold and wet to turn the mare and foal out, and yet the sun may be admitted by opening the upper half of the door with great advantage to the young animal, which requires sun as much as its mother's milk. When materials are very expensive, and money is limited, a hovel of 12 feet square may perhaps suffice; but the extra length will be well bestowed, and it should always be calculated on as desirable, if not absolutely needful. With regard to height, I should say that eight feet is a good and sufficient amount of head-room, for as these boxes are never air-tight, it is not important that they should be very lofty, and if made too high they become very cold in the long winter nights, whereas if kept down to eight feet, the warmth of the mare's body raises the temperature sufficiently to protect the foal from an excessive reduction during a frost. In all cases the roof should be thatched, which material is cool in summer and warm in winter; and as these hovels are always at a distance from the main dwelling, it is not here objectionable on account of its tendency to burn. Next to thatch, tiles offer the most equal temperature; but they are not in this respect to be compared to it, though far superior to slates. The walls may be of brick or stone, which are the best and most desirable materials, and equally good in every respect, the choice being given to that which is the cheapest in the locality. Boarding is a bad material, as it can scarcely be made warm and air-tight, and is liable to give cold by allowing small currents or draughts of air to play upon both mare and foal, which is worse than leaving them exposed to the open air. In every case the doors should be wide and high, viz., seven feet six by four feet six, and all angles rounded off; to which precaution a roller on the door-post is a very useful addition, as a prevention from accidents. The yard should be walled in, or divided off by a wooden partition, or a

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gorse fence, either of which should be seven feet high. The door to the hovel should be of elm or oak, and made in two portions, so as to allow the lower half to be shut without the upper one, in order that air may be admitted at times when the weather will not allow of the mare and foal leaving the hovel; a small window should be inserted in the wall, and the mangers made in the following manner;—In one corner a manger of good height should be placed for the mare, with a ring above, to which she may be tied; and in the other, a lower one for the foal, by which arrangement the mare is unable, when tied up, to deprive her foal of his corn. The hay-rack is better made on the outside of the wall, so that the groom may be able to replenish it without entering the hovel; and this is easily effected by placing it as an excrescence on the outside, with a lid to turn the wet off, and with bars on the inside. This plan prevents all chance of accident from the gambols of the foal, which often lead it into mischief, if the arrangements are such as to give it any possible opportunity. In the third corner, unoccupied by the door, should be a water-tank, which may be of iron, and should always be replenished with fresh soft water from a river, pond, or rain-water tank. The floor should be paved with flints, stones, or hard bricks, and a well-trapped drain placed in the centre. The yard also should be paved in the same way, though this is not so essential; and it is sometimes kept replenished with burnt clay, which thus serves the double purpose of absorbing all the urine, &c., and keeping it free from putrefaction, which the clay has the power of doing. It is changed as often as it is saturated, and is then removed to a situation remote from the mares and foals. The partition between the two yards should be partially open, so as to allow the foals to become acquainted with each other before they are turned out together, which they generally are at weaning time; and if then strange to one another, they pine for their dams much more than they do when they have had the pleasure of a previous introduction. When the gorse is used it is applied as follows;—The door-posts and uprights are first fixed, and should be either of oak—which is best—or of good sound Memel fir; they should be about six inches by four, and should be fixed six feet apart with three feet sunk in the ground. After thus fixing the framework, and

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putting on the wall-plate and rafters, the whole internal surface is made good by nailing split poles of larch, or other timber, closely together across the uprights, taking especial care to round off the ends when they appear at the door-posts. Thus the whole of the interior is tolerably smooth, and no accident can happen from the foal getting his leg into any crevice between the poles, if care is taken to nail them securely, and to leave no space between them. When this internal framework is finished, the gorse is applied outside as follows; It is first cut into small branches, leaving a foot-stalk to each, about twelve or fifteen inches in length; these branches are arranged in layers between the uprights, the stalks pointing upwards and inwards, and the prickly ends downwards and outwards. When, by a succession of layers of these brushy stalks, a height of eighteen inches has been raised, a stout and tough pole, about the size of an ordinary broomstick, and six feet long, is laid upon the middle of the gorse, and so as to confine it against the split poles and between the uprights. The workmen kneel upon this pole, and by its means compress the gorse into the smallest possible compass; and while thus pressed down, and against the internal framework, it is confined to the latter by five or six loops of strong copper-wire. When this is properly done, the gorse is so firmly confined, and withal so closely packed, that neither wind nor rain can penetrate, nor can all the mischief-loving powers of the foal withdraw a single stalk. After fixing the first layer, a second is built up in the same way, and when neatly done, the exterior is as level as a brick-wall; but if there are any very prominent branches, they may be sheared off with the common shears, or taken off with the ordinary hedging bill-hook. When it is desired to make the exterior look very smooth, a hay-trusser's knife is used; but the natural ends, though not so level, are a much better defence, and last longer than the cut gorse. In the interior the stalks sometimes project, and if so they must be smoothly trimmed off. The fastenings to the door should be free from projections, and nothing answers better than the common slide-bolt, which no foal can open. All the wood-work should be painted with coarse paint, or dressed with tar, which is the best for the purpose, as it effectually prevents the young stock from licking

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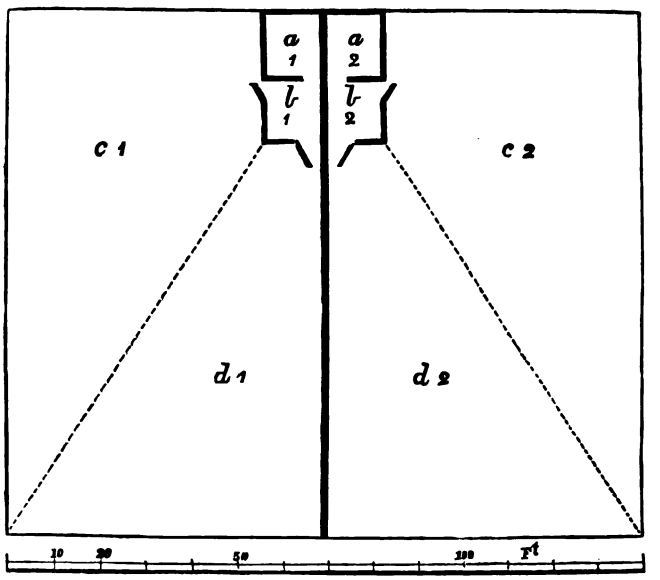
and biting the projections, a trick which often ends in confirmed crib-biting, or wind-sucking. The yards should have two gates, one opening into each separate paddock, so that the one may be shut up, and the other left for them to use when turned out, and thus the grass allowed to make head, and a change permitted in the pasture. In the plan, *a* 1 and *a* 2 are the two hovels, *b* 1 and *b* 2 the two yards, *c* 1 and *c* 2 the two upper paddocks, and *d* 1 and *d* 2 those which are used as a change. By closing either of the two gates to the yards, the other will admit the mare and foal to the paddock into which it opens. In all open-timber partitions plenty of hemlock tips should be inserted to make them good, in order to prevent the foal from slipping in his gallops, and getting hurt, or even cast under the bars. This accident has ruined many a foal, and the only certain prevention is to make up all timber fences by the above materials, one or other of which may always be readily procured.



A certain portion of arable should always be held with the grass land, in order to produce Lucerne, rye, carrots, &c., for early spring feed. It must be recollected, that the thorough-

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bred mare is required to foal as early as possible in the year, because the produce takes age from the 1st of January, and with two-year-olds a month or two is of great importance. In few situations is there much grass fit for the mare before the 1st of May, and therefore cut stuff of some kind, with carrots or turnips, must be given. These can only be produced economically on the stud-farm itself, and provision should always be made for an early supply. Italian rye-grass is generally the earliest crop, and if the soil suits it should always be planted. turnips do pretty well, but not so well as the Italian rye. Carrots also are useful; but in all cases both the carrots and turnips should be cut very small, for fear of choking the foal, or even the mare, an accident which has happened to both on many occasions. Lucerne comes in soon after the rye-grass, and is an admirable food for suckling mares. Vetches are both too late and too heating, and are not nearly so good as Lucerne.

MANAGEMENT OF THE MARE.

In this place, in the usual order of things, it might be expected that I should allude to the selection of the brood-mare, and the best cross for her; but, for the sake of simplicity, it will be better to describe the general management of the breeding-stud, and the breaking and training of young stock; and finally, to consider the most desirable strains for breeding race-horses after all the various elements of success on the turf have been thoroughly investigated, as well as the steeplechase, hurdle-race, &c. This is, to some extent, putting the cart before the horse, but as it will make this mysterious subject more intelligible, I prefer adopting the plan, to the apparently more simple one which I have rejected.

The duration of pregnancy in the mare is eleven months, and, consequently, she should never be put to the horse earlier than the end of the first week in February; indeed there is great hazard in sending her before the middle or end of the month, as so many mares drop their foals a fortnight earlier than the full time. Should this occur with a mare stinted on the 8th or 9th of February, the foal is dropped in the last week of December, by which its age is increased one year, and it is

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ruined for all weight for age races, and in fact for all purposes. The mare should be allowed to be at large in the fields during the day time, as exercise is of the greatest consequence to her health; and she should be carefully kept from the sight of any object which can terrify or distress her, such as pig-killing, or the sight or smell of blood in any way. Sometimes an epidemic causes a series of miscarriages or premature slippings of the foals, and almost every mare on the farm is affected in the same way, and there seems to be no mode of preventing this untoward result. When the mare is near her time, she shows her state by the filling of the udder, and by the falling in of the muscles on each side of the croup, which the farriers call the "sinking of the bones." When these signs appear the mare should be constantly watched, in order that assistance may be given her if there is any difficulty in the presentation. The usual mode for the foal to come into the world is with both fore-legs first, and if after they appear the nose shortly shows itself, all may be considered straightforward, and no fears need be entertained. Sometimes with a large foal and a comparatively small pelvis, a little assistance may carefully be given by gently drawing upon the legs after the head is well down; but these cases are unusual, and with this natural presentation it is seldom required. If, however, there is any other kind of birth, and the head presents without the legs, or the hind legs first, or if the head is doubled back upon the body, assistance must generally be obtained, unless the man in attendance is more than ordinarily skilful. Turning is generally the expedient which is had recourse to by the regular practitioner, but it requires great care and skill to accomplish the operation without danger to the foal. As soon as this is born the mare should be allowed to clean it, and the secundines are removed by the attendant; after which the mare should have a little warm gruel, and, if very much exhausted, about a pint of strong ale--more or less according to circumstances—may be given with it. It often happens with the first foal that the mare will not take to it, and not only refuses to clean it, but actually denies it the proper nourishment from her teats. When this is the case, the man should milk the mare and soothe her, and, after her udder is somewhat empty, and she is relieved, she will generally allow the foal to suck. They

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should never be left alone till this has taken place, as it is dangerous to do so for fear of the mare doing a fatal injury to her offspring. Before the coat of the foal is dry, the mane should be combed all on one side; by which precaution that ragged unsightly look is avoided which it has if part hangs on one side and part on the other. For the first twenty-four hours nothing besides warm gruel and a very little hay should be given to the mare; but when the secretion of milk is fully established she requires oats, bran mashes with malt, carrots, turnips, clover, or green food in some shape, according to the season of the year.

MANAGEMENT OF THE FOAL.

Handling the foal should be commenced as soon as he is born, because it is at that time that he is most easily rendered tractable, and regardless of the presence of his attendant, who should make a practice of rubbing his head, picking up his feet, &c., long before he actually wants to do any thing with those parts. But if these acts are postponed, till they are really wanted to be done, the colt is wild and unmanageable, and neither physic nor anything else can be administered without a degree of violence very dangerous to its welfare. The foal is very liable to diarrhœa, and it should at once be checked by a drench of rice-water, with one or two drachms of laudanum, which will almost always stop it, if repeated after every loose motion. The sun should in all cases be admitted to the box, whether in winter or summer, and without it no young animal will long be in health. If the weather is very severe, with wet as well as cold, the upper half only of the door should be opened while the sun is out; but if the weather is dry, the mare and foal may be allowed to run into the yard; or if not very cold and frosty, into the paddock for a short time. By the end of the month the foal will begin to eat crushed oats, which may be given in its own low manger, and with the mare tied up to hers. As many of them as the foal will eat will do good; and it never happens, that I have heard, that a young foal will eat more than enough of this food, which is the main stay of the young racer. Much of the success of this kind of stock depends upon their early forcing by means of oats; and as far as he is concerned, the mare as

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well as himself can hardly have too much, consistently with a continuance of health; but caution must be used in forcing the mare until she is decidedly stinted. When the mare is tied up, the halter should not be longer than necessary, nor should it be fastened to a low ring; as it has often happened that the foal has become entangled in it when low, and has been ruined by his own struggles, or those of his mother. At six months old the foal is usually weaned, previously to which he should wear a light and well-fitting head collar, by which he may be led about with a length of webbing attached to it by a buckle. This is more easily done before weaning than after, as the mare may always be made an inducement to the foal, and it will therefore be half coaxed and half led by a little manœuvring; whereas, if entirely alone, the foal will struggle in order to escape, and will not so easily be controlled. Two quarterns of oats may now be given to the foal during the day, which, with the grass of summer, will keep him in high flesh, and by this time he ought to have grown into a very good-sized animal. By this treatment the foals are made strong and hardy against the advent of the winter season, during which time their progress is not nearly so fast as in the summer; and in spite of every precaution, there are constantly drawbacks in the shape of colds, dysentery, &c. Feeding in this mode is the great secret to rearing racing stock, and though cow's milk, steamed turnips, &c., will make the yearling look fat and fleshy, you will never see that appearance of high breeding and condition which is given by oats, nor, when put into training, do they pass through that ordeal in the way which corn-fed colts and fillies may be expected to do. At this age, when fed in this way, foals are as mischievous as monkeys, and great care should be taken that they have nothing in their way which can possibly injure them. Brooms, shovels, pikes, and buckets must all be kept away from their reach, and all gates and fences must be carefully put in order. Indeed, with every precaution, they will strain themselves in their play; but if all these points are not attended to, the consequence is almost sure to be fatal to life or limb. During the winter young racing stock should all be carefully housed at night; and their oats may be increased to three quarterns a day as soon as the grass fails, with plenty of good sound old hay, and occasionally a few care-

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fully sliced carrots or turnips. During all this time they should still be constantly handled and led about; and when removed from one pasture to another, they should always be caught and led by the length of webbing. The absence of this precaution is a fertile source of accidents, while its adoption is only an instance of that constant handling which must be attended to even were no removal necessary. These remarks will carry on the treatment of the yearling to the time when he is broken in and put into training. At this time—that is, in the second summer, and as soon as there is plenty of grass, the yearling should begin to assume the appearance of the horse, with arms and thighs well developed, and with a fair allowance of fat, which, though not necessary for racing purposes, is always an indication of high health, and will make its appearance on the ribs of a stout and healthy colt in spite of all the exercise in the shape of frolics and gallops which his high spirits induce him to take. During the early spring months this cannot always be expected, from the nature of the food; but after May, the flesh ought always to be rather full and round than wiry and free from fat, which latter condition indicates a delicacy of constitution unfavorable to the purposes of the race-horse.

Physicking the yearling or the foal is sometimes necessary, when he is getting off his feet, or is bound in his bowels, or his eyes become inflamed, or otherwise indicate that he is over-fed with oats. This is a very common state of things, and the remedy is a dose of the common aloetic ball, for which see the Diseases of the Horse, for the dose and mode of administration. About one-quarter of an ordinary ball is the smallest dose likely to be beneficial to the young foal.

BREAKING.

THE STABLES NECESSARY FOR YOUNG RACING STOCK.

The stabling which is sufficient for ordinary racing purposes, will not answer for the first housing of colts and fillies, which require more air and room than older horses, as they are a considerable time in becoming accustomed to the warmer and

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darker stables suited to horses doing strong work. But not only is a large roomy box required for each colt, but there must also be a yard, or small paddock, in which they may be suffered to take that exercise which they cannot yet receive artificially in an amount which will maintain their health. The breaking is generally commenced in warm summer weather; and there is no danger in allowing the colt to be at liberty during the day, at such hours as are not required to be occupied by the breaker's instructions. It is necessary, therefore, to have a series of airy boxes, separated from one another in the same way as those in ordinary stables, but of a larger size, being at least 18 feet by 12 feet, and with a very free circulation of air. These are much better made open to the roof, as they are never used in cold weather for horses, and will then serve for any other kind of stock if required; but at all events they should now be as airy as it is possible to make them. Many people object to the use of litter at this period, as being different to the cool grass to which the colt has been accustomed, and recommend tan as a much better kind of material for the floor of the box. I am inclined to think that there is great reason in this objection, and that the latter article is less likely to produce that contraction of the feet which so commonly occurs in the horse in training. A shady paddock, with as soft a turf as possible, should be provided; and here the colt may be turned out the first thing in the morning for an hour or two, and again at night for the same time, leaving the middle of the day for the breaker's manipulations. This plan also provides for the gradual alteration of diet, as the colt will always pick a little grass when turned out, and will only eat his hay during the long night; while his oats he has long been accustomed to, and will still continue to relish.

LEADING TACKLE.

Leading with the cavesson on is the first thing to be practised, and it should be continued for two or three weeks without any farther attempt at breaking, if there be plenty of time, and full justice is to be done to the colt. A roller is put upon the colt, and a crupper, with long hip-straps, by the presence of which he becomes accustomed to a loose sheet, or any other de-

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rangement of clothing in his subsequent work. With this tackle on, and long boots on his fore-legs to guard against his striking them, the colt is led about the country, either by the breaker on foot or mounted on a steady hack; and for a week he may generally be confined to soft turf, which will not require his being shod. Even on such ground as this he will be gradually accustomed to carts, wagons, droves of sheep, oxen, &c., and will daily acquire more confidence in himself and in his leader. No bit should be put in his mouth as yet, for its too early use while he is still shy and inclined to struggle, only makes him more timid, and by far less manageable than with the cavesson alone.

SHOEING.

Shoeing must be commenced as soon as the colt is in a state to be taken on the roads, because it will often happen that he will be inclined to jump and plunge on the meeting of unaccustomed objects; and if his feet are unshod he will break the crust, and do that amount of injury, which it will take many weeks to restore. It is better, therefore, to put some short shoes on his fore-feet; but his hind-feet may still perhaps be left in their natural state for some time longer. I do not myself see the advantage of this delay, but it is very commonly practised with young racing stock; and with wild or badly-handled colts, it is often necessary, from the greater resistance which they make to the blacksmith behind than before. The shoes or tips should be nailed on very carefully, and they should be very neat and light in their make; the feet also should afterwards be regularly examined, and the shoes removed every three weeks. It is a very common practice for the blacksmith to cut out the heels of these colts, but I am satisfied, that by the use of tips only the heels may left in a state of nature, and will require little or no clearing out until the horse is full-shod, and the frog and heel protected from the friction of the ground.

TYING-UP IN THE STABLE.

The next process is the tying-up in the stall, which the colts may now be accustomed to, inasmuch as they have fully proved the power of the halter or leading-rein in their struggles to avoid

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passing objects; and they will not, therefore, fight much when tied up in the stable. The head-stall should fit very closely, and the throat-lash be sufficiently tight to prevent the colt from pulling it off in his efforts to get free; for if the young animal finds he can effect his object once, he is a long time before he ceases to try it again. The colt is often very fidgety; if so, he must be at once compelled to stand still, by the use of wooden balls attached to the fetlocks by leather straps, which soon accustom him to a steady position, from the blows which they inflict upon him when he struggles or moves rapidly from side to side. A breast-girth may also be put on as a fore-runner of the breast-cloth; and it will also serve to prevent the roller, which is constantly worn, from getting back under the flank, and thereby irritating the wearer. All the ordinary stable practices may now gradually be taught, such as washing out the feet, dressing, hand-rubbing the legs, &c.; and the colt should be made to turn from side to side of his stall at the wish of his attendant groom, who may easily conduct the whole process without the aid of any regular breaker, unless the temper of the colt is such as to demand extraordinary skill and address; and even here the groom accustomed to thoroughbred colts is often a better hand than the colt-breaker, who is engaged in breaking all sorts of animals, and will not bestow sufficient time upon the valuable racing colts and fillies. Now, without full time, it is impossible to bring these young things into subjection, and the consequence is that their tempers are ruined, and they are rendered unfit for the purpose for which they are otherwise well qualified. Their feeding is so high that they are full of spirit, and will fight to the death if they are made to resist by ill-treatment or hasty breaking; it is therefore more by coaxing and gradual leading on step by step, from one point gained to another which is to be overcome, that this animal is vanquished, and made at last to yield his powers to the guidance of a young lad of perhaps twelve years of age, or even less.

BREAKING.

Lunging may now be commenced, which will require the aid of a second hand, in order to compel the colt to progress in the circle by threatening him with the whip behind him. The

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cavesson, boots, roller, crupper, &c., are all put on, and a long leading-rein of webbing is attached to the ring in the nose of the cavesson, just as if the colt was going to be led out as usual. But instead of merely leading, the colt is made to walk round a circle on some piece of soft turf; and then when he has learnt to do this kindly he is made to canter slowly round, the assistant walking behind him until he will progress by himself, which he soon learns to do. As soon as he has gone round the circle in one direction a dozen times or so, he may be turned round and made to reverse it, which prevents giddiness, and also any undue strain upon either leg. This process is repeated at various times throughout the breaking, and is the best mode of keeping the colt quiet by giving him any amount of work on the canter or gallop. It is not, however, used for the same purpose as in the ordinary breaking of hacks and harness horses, where it is made a means of getting them upon their haunches; an alteration from a state of nature which it is not desirable to effect in the race-horse. On the contrary, it is often necessary to make him extend himself still more than he otherwise would, and the less he is upon his haunches the better. The bit, therefore, is never used in his mouth as a means of putting him back upon his hind legs; whilst it is, on the other hand, used more to make the horse extend himself by playing with it, and slightly resisting its tendency to confine his mouth.

The mouthing-bit may now be put on, and its construction and form are of the utmost importance to the future delicacy of mouth which is so essential to the action of the race-horse. In no kind of horse is the snaffle-bridle so desirable as in the race-horse, in which a curb is always a means of making him gallop in too round a style; and yet when he pulls very strongly, this is a less evil than to let him get away with his rider, and either bolt out of the course or destroy his chance by over-running himself early in the race. Hence it is doubly necessary to guard against making the angles of the mouth sore, for if once they get into that state they are almost sure to become more or less callous and insensible. But if during breaking, a snaffle of any kind, large or small, is used, this result is almost sure to occur, either in the horse's early fighting with his bit, or when "put upon it" in the stable. Instead of a snaffle, a bit without

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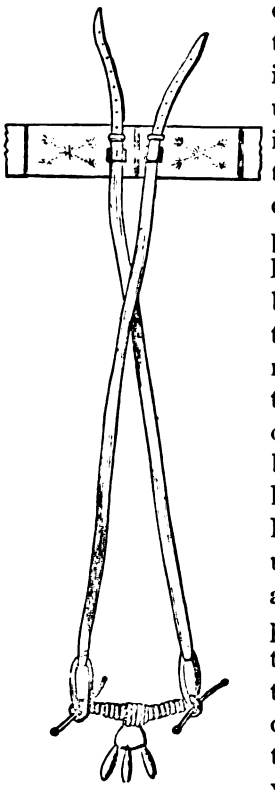
a joint is the simple remedy for all this, made in the form of a segment of a circle, and with keys as usual hanging from its centre. This segmental form is better than the straight bit, upon which the colt is apt to pull on one side, and to get an uneven mouth, whereas when standing in the stable, and the reins are buckled to his roller, crossed over his withers, he can never do otherwise than get an even pull upon all parts of his mouth, whether he puts his lips close to one side of the bit or the other. This is a very important point in breaking all colts, and in racing stock it is doubly so, because of the necessity of preserving that delicacy of sensation without which they can never be taken round corners, &c., except by lying out of their ground, and thence losing a considerable distance. But with this bit the mouth is gradually made, and without producing soreness in any part, *which afterwards takes the bit;* and this is the great feature in its use, for as the tongue and gums take its pressure chiefly, so the angles of the mouth only touch it at the will of the colt, and it is when playing with it that they do touch at all, and then only to such an extent as to avoid pain to themselves. This bit, then, may be used on all occasions without fear until the colt is fit to take his gallops, when a strong snaffle may be substituted, and gradually supplanted by that small and fine kind called the racing snaffle, but which need not be nearly so small for the horse broken to the segmental bit as for one "mouthed" to the ordinary breaker's snaffle. After the bit has been put in the mouth, no attempt at first should be made to induce the colt to play with it; but it may be suffered to remain in the mouth while he is led about by the cavesson, and without any side-reins being attached. When this has been done for a day or two, the side-reins are buckled on, and are attached



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also to the buckles in the roller, crossing them over the withers. At first they may be drawn up very slightly, so as just to prevent the colt from putting his head into his usual position, and in that form he may be left in his box for an hour a-day, besides the usual amount of walking out of doors with the bridle on. They may now be gradually tightened a hole or two per day, and also more so in the box than when led out, when the tightening should be very gradual indeed. Some colts very soon begin to champ the bit, and play with it, whilst others are often sulky for a day or two, and hang upon it steadily, with the intention of freeing themselves. All, however, at last begin to champ, and when this is freely done, the breaker may teach the colt the intention of the bit, by making him stop and back when out of doors, by its means. The rings on each side should be taken hold of evenly by both hands, and the colt made to stand or back by steady pressure, but without alarming him. Kindness and gentle usage, with occasional encouragement, soon accustom him to its use, and he only wants ten days or a fortnight in order to obtain the desired result of its presence in the mouth, which is called "getting a mouth," and which is merely the giving to the sense of touch in the lips an extra degree of delicacy. When this stage is completed, and the mouth is quite under command, so that the colt will either come forward or backward by drawing his head in those directions, with the bit held in both hands, the colt is ready for backing. During the whole progress of breaking, daily slow lunging and plenty of walking exercise should have been practised, so that the colt is not above himself, but is more or less tired each day.

Before actual backing is attempted the saddle should be put on, and it should always be a roomy one at first, well stuffed and fitting accurately, so as to avoid all painful pressure. The withers, especially, should be closely watched, and if high and thin the saddle should be proportionally high at the pommel. The roller has been hitherto the only kind of pressure round the chest, but it has gradually been tightened from time to time, so as to prepare the colt for the subsequent use of the girths which are required to retain the saddle in its place. This should be put on at first with the girths quite loose, and with a crupper in addition, because having already worn one, the tail has become ac-

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customed to its use, and it often prevents the saddle from pressing with undue force upon the withers, which are very sensitive and easily made sore. The colt should be walked out and lunged for a day or two with the saddle on before he is mounted so as to accustom the parts to its presence; and it is even desirable to increase the weight of the saddle, by placing upon it some moderately heavy substance of two or three stones' weight, such as trusses of shot, or the like, gradually making them heavier, but never putting more than the above dead weight upon the saddle. When the colt has thus been thoroughly seasoned, he may be taken out and well lunged till he is tired, still having his saddle on; and during this exercise the breaker will occasionally bear considerable weight upon each stirrup, and flap them against the saddle, with the object of making a noise, to which the colt should be accustomed. It is a very good plan to have a leather surcingle made to go over the saddle, and to attach the buckles for the side-reins to this, instead of having them sewn on to the saddle itself. When all is ready, and the colt is tired by his lunging, &c., he may be taken into the rubbing-house, as being close to the exercise ground, and there the breaker himself, or one of the lads, may be put upon the saddle, using him, as in all cases in young horses, with great gentleness, and giving him constant encouragement by the hand and voice. Mounting is much better accomplished in the stable than out, and causes much less alarm, because the colt has been always accustomed to be more handled there, and is less inclined, therefore, to resist. The lad, or breaker, should get up and down again several times, and if the colt is good-tempered he will generally allow all this to be done without the slightest resistance. In mounting there should be very little spring made, but the lad may hang about the horse, as if fondling him, and bear his weight upon the saddle; then place one foot in, and hang on steadily, when, if this is borne, the weight may be taken off for a minute or two, and then the lad may very gently and insensibly almost raise himself up to the command of the saddle, after which he may steadily turn his leg over, and is then seated. When the lad has sat quietly upon his back for a few minutes, the side-reins having already been buckled to the leather surcingle, two additional reins may be attached for his use, though the chief dependence

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at first must be placed upon the breaker himself, who leads the colt, as before, with the cavesson and webbing. With this the mounted colt is now led out, and walked about for an hour or more; after which he should be returned to the stable, and then the lad should dismount; and on no account should this be attempted at first out of doors, for it has happened that on getting off there has been a fight to get on again, which has resulted in victory to the horse; whereas in the stable it can always be managed, and with the thoroughbred colt it is seldom wanted elsewhere, until he is quite used to it. If there is no stable at hand with a door high and wide enough for this purpose, the colt may be mounted in the paddock, the breaker being very careful to engage his attention, and a third party being on the off-side to assist in keeping the colt straight and the saddle from giving way while the weight is being laid upon the stirrup. Most colts give way at first to this one-sided pressure, but they soon learn to bear up against it, and finally they do not show any annoyance at all. It will be found that any colt may be more readily managed by two people in a roomy stable than by three out of doors, where he is on the look-out for objects of alarm, and is always more ready to show fight; the only difficulty is the getting clear of the door, which should be wide and high; and if it is the contrary, it offers an obstacle to the plan, which must prevent its adoption. The mounted lad should at first sit steadily and patiently still, and should not attempt to use the reins, which might indeed well be dispensed with, but that few riders could balance themselves without holding something. I have found it a good plan to buckle them to the cavesson rather than to the bit, in those cases where the hands of the rider were not very light. The colt on leaving the stable often sets his back up, and perhaps plunges or attempts to kick, which he seldom does in the stable, and less frequently in leaving it, than when he is suddenly mounted in the field. If he does this the breaker should speak severely to him, and either keep down his head, or the reverse, according to whether he is attempting to rear or kick. It is for the latter vice only that the rider requires the rein to the bit, as it serves to keep the colt quiet if the bit is suddenly checked, when he gets his head down before kicking. But in rearing, the lad is likely to do mischief with

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it, and on the whole it is better, I think, to avoid all chance of using it improperly, unless the rider is very cautious, and accustomed to the business of colt-breaking. When the colt is quite quiet and submissive, after several days' leading about, the lad may be trusted with the command of the bit, and may have the reins intrusted to him, the breaker still keeping the long webbing attached to the cavesson, and being always prepared to assist the lad, who, however, should now begin to try to turn the colt and stop him at pleasure, taking a rein in each hand, and using them wide apart, with the aid of his voice and heel. As soon as it appears likely that the lad can control his charge the cavesson may be taken off, and the colt placed in a string of horses, which are so steady as not to give occasion, by their example, for the colt's beginning to plunge. During the course of breaking it is always safer to keep the colt rather under-fed with oats, and until he is able to begin his cantering exercise he will scarcely bear an increase; but much will depend upon his temper; and if he is inclined to fret he will often lose flesh, and will demand more, rather than less, oats than usual. Bad-tempered horses, however, will always require light feeding during breaking, and extra time, as well as care, must be bestowed upon them. This subject is better understood now than it used to be, and fewer horses are spoiled than was formerly the case; still, however, there is often room for improvement, and the number of horses which are mismanaged at this time is by no means small. Thoroughbred horses will not bear bad treatment, in general, though some are certainly of such savage tempers by nature as to require to be cowed; still these are the exceptions, and the vast majoity will, by early handling, and cautious tackling and mounting, be broken almost without a single fight or difficulty of any kind. If they find themselves hurt by bit or saddle, or by the crupper occasioning a sore, they show their dislike to the pain by resisting, setting up their backs, and refusing to progress quietly; but, unless there be something wrong, they will submit to being backed and ridden much more readily than the colts of the common breeds, which have seldom had a head-stall on their heads, till a few days before they are backed. I have more than once ridden thoroughbred colts in tolerable comfort, within a week or ten days of their being first

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bitted; but it is a bad plan, and the longer time their mouths are allowed to become accustomed to the bit, the better they ultimately turn out. It will be many months before they are to be depended on under any circumstances; and when they get an increase of oats they are almost sure to attempt some kind of horse-play; but the boys easily contend against this, which is very different from the determined efforts of a colt to dislodge his rider. When all these points are thoroughly accomplished in the breaking, it may be said to be terminated, and the training of the two-year-old commences; the only things yet to be learned are the use of the spur and whip, which should never be employed except as a punishment for faults committed; that is to say, they should never be used as an every-day practice; for, though every colt should be accustomed to them, it is very seldom that the opportunity is wanting of administering them for some fault or other.

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BREAKING THE HORSE.

LEARNING TO RIDE, PRACTICAL HORSEMANSHIP.

I now come to a very important part of my subject, to one very different from any on which I have yet touched, but at the same time, one on which I hold most definite opinions, and one, touching which it appears to me that there is vast room for improvement, in the United States generally; I mean the breaking of horses, and the riding of men.

In the first place, I must say it, whether it give pleasure to my readers or the reverse, one rarely if ever sees a properly and thoroughly-broke horse, in America, and still more rarely a thorough horseman.

In the United States, generally, a horse is called thoroughly-broke, when he will allow himself to be mounted and ridden, or put in harness and driven, without rearing, plunging, kicking, throwing his rider over his head, or smashing the vehicle to pieces with his heels—when he will neither run away, nor stand still, in spite of his owner's will; when, in a word, he is subdued, gentle, and free from vice, and when he has acquired a certain facility of going along, at the regular paces of walk, trot, canter or gallop, with some indistinct sort of reference to the wishes of the person who directs him—but without the silghtest reference to his mode of carrying himself, whether with his nose in the air, or thrust obstinately out before him, in a straight line with his body, like a run-away pig; or, naturally and gracefully in its place, with the neck curved, the line of the face perpendicular to the surface of the earth, the chin in toward the chest.

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the mouth playing gently with the bits, and yielding to every touch of the bridle—without the slightest reference to his mode of going, whether with his fore-quarters boring and weighing on the hand, and with his hind-quarters, lobbing along just as it may happen, all abroad, under no control of the rider, and in no concert or connection with the action or movements of the forehand and fore legs; or with his whole frame in perfect equilibrium and concert, whether going united or disunited, his forehand all grace, lightness and ease, as if on springs, his hind-quarters well under him, and the centre of the whole animal's and rider's gravity, exactly where it ought to be, in the centre of the horse's body, and under the centre of the horseman's seat—which if true and truly kept, in all possible circumstances and conditions of position and motion on the part of the animal, whether going at a regular pace, rearing, plunging, kicking, leaping or even falling, should be such that the man's trunk shall always be perpendicular to the natural or true plane of the horizon—without, lastly, the slightest reference to the manner of his entering upon, changing or regulating his paces, whether at his own will or at the pleasure of the rider; whether merely from slower to faster, because urged to increased speed, or at a given and recognized signal, at once from the walk to the trot, or to the canter, as the horseman directs by hand and heel; whether stopping at once, and again proceeding, at a touch of the bridle, or merely hauled down by main force from a gallop to a trot, and from a trot to a walk.

Now, a horse is, in reality, just as far from being broke, when he will go along peaceably in his own natural way, and at his own natural paces, under the guidance of his own untaught will, either carrying his head just as his own obstinate humor or physical malformation predisposes him to do, or having it dragged into its place, and kept there, by that disgrace to horsemanship—a martingale—as a rider is far from being a horseman, when he can just contrive to stick upon a horse, by the aid of hanging on by means of his hands and of his bridle by a dead pull on the beast's mouth, which, in order to steady himself in his seat, he renders as hard, as insensible, and as unyielding to the bit, as if it were a piece of sole-leather or a stone wall.

A horse may be an admirable match-trotter, or a first-rate

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race-horce, and still be utterly unbroken and subject to every one of the defects I have named above—because a match trotter, or a race-horse, is only required to be able to accomplish one thing; that is to go the greatest pace and win, without any regard to the style, appearance, manner or form of doing it; and, in fact, to put him into trained paces might probably detract from his speed, instead of increasing it—but what is the consequence—that, because match-trotters and race-horses are allowed to batter away, in any awkward, ungainly, pulley-hauley, nose-out, head-down, boring way of going, they may naturally adopt, they are, ninety-nine times out of a hundred, the most disagreeable, bone-setting, shoulder-dislocating, indocile, unmanageable brutes to ride, that can be imagined. Where one is not so—as was the case with the race-mare Fashion, and as is always the case with a few thoroughbreds, and still fewer trotters—it is because the animal is naturally perfectly well made, well balanced and harmonious in all its parts; and necessarily, as a consequence of that physical perfection of form, perfect, also, in all its motions. When to this, a perfect temper is added, you have—if it fall into the right hands, of a person who will not by his own ignorance, inflexibility of hand, or unsteadiness of seat, teach it bad habits—one of those phenomena, a perfect, natural horse, which requires no breaking.

Just in the same way, a man may be an admirable jockey, and perfection as a match-trotter, and yet may be, especially in the case of the latter, no horseman in the large sense of the word—for, though each can ride one sort of horse to perfection, on any other kind of horse he will be nowhere; and, in the case of the match-trotter, the very qualities which give him success, to wit, his method of keeping a dead pull through the rings of a martingale, in one steady direction and at nearly one force, upon a mouth which has been instructed to require such an unrelaxed pull, to pull against it, and to lean upon it, and his necessarily acquired habit of steadying his seat, thrown far back in his saddle, by the arm's-length pull at the mouth, and by the firm, bearing pressure on his stirrups, will unfit him for any other seat, or any other mode of riding.

Put the best jockey rider, used to make the best of hard-pulling, boring race-horses, leaning on the hand and tearing away at the top of their speed, on the back of a perfectly-made hunter,

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with a mouth like velvet, used to moderate and measure his stride by the slightest impression of his rider's hand, used to take off, when leaping, at a given place, or a given signal of bit and heel, and tell him to ride across a stiff line of country, with large fences and ugly water ditches, alongside of a pack of fox-hounds—and see where he will be.

Take Hiram Woodruff, and set him on the back of such a managed horse as Franconi's "Bayard," with no snaffle and martingale, by which to steady himself in his seat, but a bit and bridoon, the least touch of which will set the horse on end, pivoting on his fore or hind feet, and leaping six feet into the air on all four legs, with diversifications of sobresaults, croupades, balotades, and caprioles, executed with three or four motions of the hind legs while in the air, and require of him, in addition, to go through the lance or broad-sword exercise, with his right arm, and see how long it will be before he be himself out of his saddle, and, in all likelihood, before he have the horse on his back at top of him.

The breaking of the horse and the riding of the man depend each on the other.

The thoroughly broken horse must have no will, know no pleasure, but that of his rider, communicated to him by hand and heel, by the influence of the bit on his mouth, and the pressure of the limb on his flank; not as compulsory forces, which enforce obedience by sheer strength, but as intimations of a wish which he must obey, for fear of consequences, which are found to follow disobedience. His mouth must be obedient to every touch, regulating the position of the head, the flexure of the neck, the elevation or depression of the forehand, the consecutive movement of the hind quarters—directing the choice, the change, and the rate, or speed, of all his paces, and causing him to advance, retrograde, move sideways, halt suddenly, or gradually, measure his strides, lengthening or shortening them as required, wheel round, rise at his leap, and, above all, carry his nose gracefully and easily, and get his quarters well under him, according to the impressions conveyed to him by the hands, the limbs, and the will of his rider.

The thoroughly broken horse, if he be also ordinarily well made, requires only the simplest trappings; a plain, well-fitting saddle, with two girths, neither breast plate nor crupper, a simple

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bridle, either a plain bit and bridoon, or snaffle and curb, the latter not severe or cruel in form—or if he be uncommonly light-mouthed, a pelham bit, as it is called, consisting of a snaffle-jointed mouth-piece, without a port, but with branches and a curb chain—in some cases, a simple snaffle.

In no possible case, for a roadster, hunter, hackney, or driving horse, is a martingale allowable. It either indicates that the horse is not half, or half a quarter, broken—or that, in consequence of some radical and incurable fault of conformation or defect of temper, he is utterly unfit to be either ridden or driven at all. Of all inventions ever made, except for a racer or a match-trotter, or, in some extremely exceptional cases, a hunter, for instance, whose other extraordinary qualities may compensate for and overbalance his want of mouth and malformation of head and neck—as speed and endurance do, in the racer and trotter—none is so certain, as the running martingale, to destroy the mouth of the horse and the hand of the rider, rendering both, alike and equally, hard, heavy, inflexible, unyielding, and void of sensation.

No horse, which cannot be ridden or driven without the aid of a running martingale, is fit to be ridden or driven, at all, as a matter of pleasure or safety.

No man, boy, or woman, who has learned to ride by aid of a martingale and snaffle, can ever, by any possibility, have either a hand or a seat. He or she will sit and keep their place by the hand and stirrup, instead of by the unassisted forces of the body, and, depending on the hand, as on a main stay by which to secure the position in the saddle, will lose all use of it in guiding or controlling the animal.

The first thing, therefore, that a rider must learn, is to sit a horse perfectly, without the aid of either stirrup or rein; to be able to move arms, legs, hands, head, trunk, and thighs, all separately, and without moving the other parts, or affecting their position.

Then, his hand, being utterly unaffected and undisturbed by any necessary movements or changes of position of his own limbs or body, or by any irregular, violent, or awkward perturbations and efforts of the horse, will be perfectly free to instruct, guide, control, assist, relieve, support, and, in case of necessity, compel the animal.

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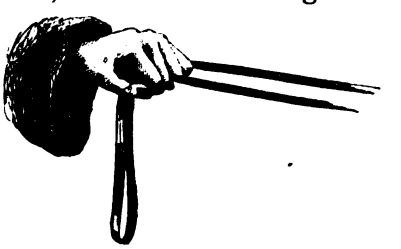
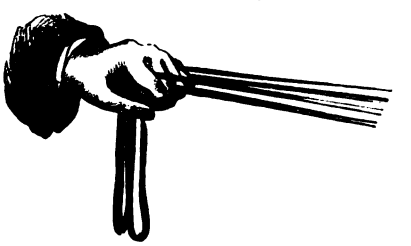
The great beauty of a hand is perfect lightness of touch, to be constantly feeling and playing with the sensitive mouth of the animal—which will soon come to delight in the influence of such a hand, and will manifest its pleasure by tossing, rolling over and over, and champing the bits—to be continually guiding and directing every motion, and regulating every step, by the slightest possible exertion of force, which will accomplish its end; to be for ever giving and taking; never continuing to use force a moment after resistance has ceased, or obedience been yielded; never submitting to be overpowered, for a moment. It is not easy for any one, it is not possible for every one, to obtain *quite* a perfect hand—for some men are deficient in sensibility of touch, in tact, and in temper, all of which are needed to produce absolute perfection; but every one is capable of obtaining a steady seat and a passable hand, sufficient for all ordinary purposes; though not, perhaps, such as would enable him to go across a country, like Squire Osbaldeston, or to make a managed horse dance to music, like Sir Sidney Meadows or Franconi.

The annexed cuts, one and two, show the first and general position of the hand, and the method of holding the bridle rein; the first, when riding with a single snaffle bit, the reins then being held between the middle and the fourth, and outside of the little fingers, the ends being brought out, and secured from slipping between the forefinger and the ball of the thumb.



The second, when a bit and bridoon are used, with two reins; in which case the snaffle reins are held, as here shown, between the middle and fourth, and the fourth and little fingers; the curb reins between the fore and middle fingers, and outside of the little finger; the ends to be held and secured as before.



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This method of holding the reins, when riding with one hand, is invariable; though the position of the hands must necessarily be varied, at times, and the nails may be held perpendicularly and inward, with the forefinger and thumb upward, instead of horizontally or downward.

In galloping hard, or riding across country, especially with a hard-pulling horse, or one that throws his head from side to side, it is often well to separate the reins, between the two hands; which may be held nearer or farther apart, as the circumstances of the case may require.

In such cases, one snaffle and one curb rein is held in each hand; the former between the middle and fourth fingers, the latter outside the little fingers, the ends brought out upward and held securely, as before, between the thumb and forefinger. This gives the greatest attainable power of control, and allows the exercise of the greatest force on the horse, by an upward and backward pull, assisted by thrusting the weight of the body into the stirrups, by straightening the knee and keeping the heel well down.

In teaching a horse, it is often well to divide the reins otherwise; holding the snaffle reins in the left hand, as directed above, and the curb reins in the right, the former to regulate pace and control the animal, the latter to give the proper position and flexures to the head and neck, and to direct the motions of the limbs.

The methods of doing this will be given hereafter. The following admirable directions, as to the mode of acquiring different styles of seats and the uses and modifications of such, are from an excellent English horse-writer, known by the *nom de plume* of "Harry Hieover." I have slightly modified them, in some places, where they contain local allusions, which are not readily understood or appreciated by the American reader; and, that done, I fully endorse and recommend them to my friends, as the most practical and comprehensive in the world. It will be seen, that they relate, in some considerable degree, to English across-country riding; but this is no disadvantage to the American reader, or pupil, even if he never intend to leap a fence, or ride to a hound, as long as he live.

Since the hunting seat is undeniably the best, the strongest

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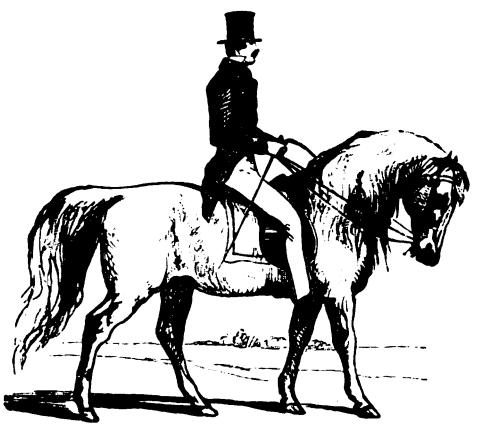
and the firmest, for all general purposes; and, when once adopted, can easily be modified by lowering the heel, lengthening the stirrup-leather a trifle, and riding with the ball of the foot instead of the hollow of the instep, on the bar, into the park, parade, or half military seat.

The hunting hand is necessarily the best of all hands; because the safety both of horse and rider depends on it, in every position; and on it—more even than on the seat—except in so far as the seat affects or does not affect the hand—does the excellence and success of the rider consist.

Lastly, because a man, who can ride a horse right well across-country, must necessarily be able to sit and to handle any horse, any where—because he must be absolutely master of himself and of his horse, in all conceivable cases and positions; and because he will readily be able to adopt any other style of riding, and adapt himself to it, whenever it may be required; because he must, to be a good across-country rider, have fully established a perfect seat on his horse's back independent of his hand, and a perfect hand on his horse's mouth, independent of his seat. The accompanying sketch shows, as nearly as possible, a perfect seat for across-country riding, or for general road-riding of a trotting horse, when the horse and rider are both at rest.



For parade or show-riding the stirrup should be a little longer, the ball of the foot, at the insertion of the great toe, should rest

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on the inner side of the bar of the stirrup iron, and the ball of the little toe on the outer side of it. The toe should be perpendicularly under the point of the knee; the heel two inches below the toe; the heel a little out, and the whole leg, from the shank bone to the crotch, as tight to the saddle, as if glued to it; the buttocks well opened out and down upon the saddle; the small of the back well in; the chest expanded, the head erect, the shoulders squared at right angles to the line of the horse's backbone; the elbows close to the sides, the hands well down, and within an inch or two of the saddlebow.

It is a good plan, to learn to mount a horse from the front, standing abreast with his fore legs, and with your back to the direction in which he is looking, as a vicious horse cannot kick you in this position. You divide your reins properly in your left hand, grasping with it a lock of hair on the withers, put your left foot into the stirrup exactly as it hangs, square to the saddle, throw your right hand to the cantle of the saddle, and, with a slight spring and rotatory motion of the right leg, you are in the saddle in an instant.

I will here add, that the measure of the stirrup leather for a well-made man, for an ordinary seat, is the length of his arm, with the fingers extended. If these be set against the bar in the saddle, to which the stirrup leather is secured, the bar of the stirrup iron itself, when the leather is drawn to full stretch, should come well up to the armpit, and touch the body.

For riding across country, or on hard trotting horses, an inch or two shorter will be advisable. A good test for the length, in such cases, is to be able to place the width of your hand, held edgeways, between your fork and the pommel of your saddle, when standing up in the stirrups.

The best general rules for riding are these; keep your head and toes up; your hands and heels down; your knees and elbows in; your thighs and buttocks close to the saddle.

I now proceed to give from Harry Hieover's practical horsemanship, the modes by which a man may become a horseman.

"There are three modes, by any of which a man may become a horseman. The one is, by putting him on an ass, pony, gallo-

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way, and horse, each in succession, as a boy, and allowing him to tumble about till he learns to stick on, in which case practice will teach him, certainly, a firm seat and probably good hands; but, farther than this, by being accustomed, first to suffer from, and afterward to be quite aware of, the various tricks and habits of horses, he will learn to be aware of the symptoms preluding their being brought into practice, and eventually become competent to counteract them.

The next mode is, supposing a person to have arrived at manhood without crossing a horse, to place him under a proper instructor, who will certainly save him many a fall, by putting him on a docile animal, and, step by step, leading the pupil on to horsemanship.

It may be objected, that the last mode would only teach the riding of a trained and quiet horse, and I allow the full force of this objection; and if the pupil expressed a wish of simply being taught to ride well enough to navigate his steed up and down a park ride, as some friend probably learns to manage a boat on a canal, the one will probably never be able to encounter a severe day's work on the back of a difficult horse, or the other a chopping sea in any part of the Bay of Biscay. But if the learner of equestrianism says—"Make me a horseman," seat and hands can certainly be learned in a riding-school quite as well as in any situation I know of—no bad foundation—if obtained—to becoming a horseman; and there are means and appliances in a riding-school to teach something more than the mere walking, trotting, and cantering a kind of automaton horse round its enclosure.

As a boy, I believe I may say, I could ride any thing, and cared little for pace, fence, or country, or whether I could hold my horse or not; but when I was put on the back of a very highly-dressed *manège* horse, and was directed what to do with rein and heel, and when the voice and whip of the professor induced the horse to rear, put his two fore feet on the wall, and in that position using hind and fore feet perpetrate a kind of sidelong canter half way down the school, I was not a little astonished, and found sitting leaps over hurdles, gates, and fences much more easy than balancing my body in this rampant crablike pace, if pace it could be called.

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I further found, to my unbounded surprise, that this horse would vault on the plane surface of the school, when telegraphed to do so, as high as a hunter at a gate, and this several times in succession.

Although as obedient to my riding-school tutor as a conceited young cub, who had rode fox-hunting, could be expected to be, there was one point at issue between us; he advocated the lengthened stirrup leather, straight knee, and erect military seat. I pertinaciously adhered to the reverse, fully impressed with the conviction that, having shown the way at fences to some men in the hunting-field, and exhibited with success on a race-course, I must know what riding was, better than all the school tutors in existence. This would, no doubt, have been fatal to my progress, had I been learning military horsemanship; but as I was only placed there to learn hands, I condescended to be instructed in this particular; and both in that important qualification, and, indeed, in firmness of seat, I profited much by my school practice.

We now come to the third, and by far the best and most certain mode of making a horseman. This is by putting a boy on horseback very early in life, and also putting him under the care of a good horseman, as his instructor. Practice will certainly, in a general way, teach a man of ordinary ability a good and ready mode of doing that, which he has constant occasion to do; but it does not always follow, that by practice he learns the *very* best mode of doing it; he does it sufficiently well perhaps to answer his purpose; but if there is a better and quicker mode of effecting his object, he loses time by not adopting it, and does not effect his object nearly so well. If a boy or man has sense and temper enough to be taught, he will save an infinity of time, expense, and probably danger or hurt by learning; if not, in the case of riding, let him get a severe fall or two, or some equal inconvenience; he will then learn that there are others, who know a little more than himself, and he will possibly afterward be willing to take instruction from any competent hand.

The result of these three different modes of learning horsemanship would probably be this—The one who learns to ride by sheer practice, will become very probably a good bold prac-

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tical rider, but not a scientific one. The one taught chiefly by precept may, nay will, become more or less scientific; but will never get the perfectly easy and natural seat or look of him, who began riding at an early age. He will never look as if a seat on horseback and on a chair was equally natural to him; he will always appear artificial. I do not mean to say he may not be made to ride well, possibly boldly; and, if well mounted, may in two or three seasons get to ride across country, as well as many, perhaps most, out. Still he will never shake off the certain artistical manner of doing things, inseparable from being first taught, and then practising, instead of the learning and practising having gone hand in hand from boyhood or childhood.

I have, perhaps, used the term artistically, so as to imply that doing a thing thus, that is, like an artist, is synonymous to describing it as being done well. I grant it is so; but the different modes of doing it is great; for instance, brilliant jockeys and race-riders take hold of their reins artistically; so do good hunting-riders and steeplechasers; that is, they do so like men accustomed to do it; but they do not do so like a dragoon. He is taught but one way of taking up his bridle rein and one way of mounting his horse; the others take their reins up in a seemingly careless way, but still in a proper one. The troop horse is trained to stand still till mounted, and has a hint to move on; so the same precise way of mounting can always be practised. But the race or steeplechase horses, and hunters, are not thus obedient; some from vice will bite or kick, if they get a chance, or perhaps plunge before or after mounting, or sometimes both; others from excitement fidget about and away from the rider, before he gets his foot in the stirrup; others, the moment he has done so; therefore such men are obliged to get on their horses as circumstances permit,—that is, as they can. Still they do so like artists. It would not quite have done for a man to stand twisting his fingers in a high-spirited, half-vicious thoroughbred's mane, and then get on, or attempt to get on him in accordance with prescribed riding-school practice; he would have been half eaten before he got into his saddle.

The school-taught pupil gets up, we will say, quite properly, and rides the same; that is, if all the horses he has to mount

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or ride are in habit and temper about on a par with the one on which he took lessons. But suppose they are quite different; what becomes of the one prescribed rule he has learnt? Put him out of this and he would be quite astray; he would want the resources under different circumstances, that varied practice only can teach; and in all he does there is ever a mannerism, or, to use an expression for the occasion, a one-wayism, that detects the man taught late in life; for, to take a liberty with a line of Goldsmith's,—

> Let school-taught pride dissemble all it can,
> It leaves its habits stamp'd upon the man.

Let us cast an eye on a squadron or regiment of cavalry, whether standing, walking, or trotting their horses; every man's hand is in the same position, and in the same place. This looks extremely soldier-like and well, for uniformity sake; but let it be remembered, that to enable this to be done, every horse is schooled till they all carry their heads alike, or at least enough so to enable each man to have a proper command of his horse's mouth while holding his rein hand or arm precisely the same as his right and left comrades. Thus, with four hundred horses all taught the same habits, carriage, and evolutions, one general rule suffices for four hundred men to make them do all that is required of them; and the whole machinery of man and horse, from day to day, and year to year, performs the same thing in the same way; and such mode of instruction would suffice for the private person also, if, like the soldier, he always rode the same horse, or one with the same habits; always rode him under the same circumstances, and wanted him to perform merely the same routine of duty.

The soldier requires good hands, and, in a greater or less degree, they are all brought to have such; but he only wants hands, or rather a hand, to make a particular horse do a particular thing. His business is somewhat like that of the driver of a locomotive engine; there is a particular handle to increase or diminish its speed, or stop it; each engine made on the same construction is managed in the same way, with a little variation as to the facility, with which the machinery is propelled, retarded, or stopped. It is thus with troop horses; the same sig-

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nals of heel and hand, lightly or forcibly used, as the disposition of the horse may require, make them all do the same thing. But the case is far different with the jockey, steeplechase rider, hunting man, or even with him who only rides on the road, if he rides a variety of horses, for he will find that he will want, not only good hands for a horse, but hands that are good for all sorts of horses.

A man may say that he merely wishes to ride for amusement, the show of the thing, air, or exercise, or the whole combined, and that he will only ride horses broken to suit his hand and seat, or, at all events, that go so as to suit them. Well and good; and, if circumstances and his pursuits enable him to do this, he is quite right in doing it; but he must not flatter himself that he is a horseman; a neat and pretty rider he may be; and if so, and he only intends riding in the park, taking a canter to make a morning call along a fine level road, or escorting ladies at a watering-place, he is—on a well-broken easy-going horse—horseman enough for such purposes; but if he means "to ride among horsemen, or in the field," he will find that, in old coaching phrase, "he wants another hand"—meaning that two—such as he owns—are not enough to be of much use to him in such circumstances and situations.

I have stated that *most* cavalry soldiers have more or less good hands; but I must unequivocally assert, and this without reservation, that *all* good horsemen have. By such I do not mean mere bold, hard-riding, straight-going men across country; many such have hands only fit to wield a sledge hammer, and the consequence is they cannot ride a delicate-mouthed, gentlemanly-going horse, and those they do ride soon get mouths as dead as the anvil the sledge strikes upon; such men are only "bruising riders," but not good horsemen. What sort of a jockey would a man be with such hands? He could only ride a boring brute like Eclipse; or, if he merely possessed the hand of the dragoon, he could only ride a horse whose mouth was amenable to even the signal the bit gives. How would he manage if, in the first race, he had to ride a resolute horse that gets his head nearly down to his knees, with no more mouth than a towed barge, about as easy to bring up, pulling a man's arms from their sockets? He must not be let loose, or he would

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run himself to a stand. If held too forcibly, he shakes his head, and thrusts it out; and the reins being knotted, he would pull a rider out of his saddle unless he "gave and took with him." He is then put on a harum-scarum colt, that wildly throws up his head, staring at the sky, and, but for the martingale, making toothpicks of his ears—an accommodation the jockey avoids by a close seat, the head and body a little held back, and the hands steadying his horse's head as best he can. He is then put on a nervous, meek, timid two-years' old filly, with a mouth of silk; a rude touch of her mouth would throw her all abroad, a sudden shifting of the seat would alarm her, and seeing or feeling a hand raised would frighten her to death. How during such a day would the one-way schooling succeed? what, in such three cases, becomes of the thumbs turned up, the hands so many inches above the pommel, and the elbow fixed to a given point of the side? In either of such cases all school rule as to riding a well-broken horse, would avail but very little indeed; in either case the best of hands would be requisite; but in each they must be brought into effect in a different manner.

The steeplechase rider requires hands nearly as good as those of the jockey. I say *nearly*, for these reasons; he does not ride such young, half-broken animals as the former does. Steeplechase horses are not usually colts; they are practised before they are engaged in stakes; consequently, more or less, know their business. They know what the bit means; and if disposed to resist its influence, it does not arise from sheer ignorance, so, by force or humoring, they are to be made amenable to it, without getting alarmed; and, farther, it is not calculated upon, in a general way, that a steeplechase will come to so nice a point at the finish as a flat race; so if a horse is allowed to, or will, take a little liberty with himself in the run, it is not so fatal as where it is presumed, or perhaps known, that, barring unforeseen contingencies, there will not be more than a length difference between horses at the winning-post. Most determined, headstrong, and sometimes desperate horses the steeplechase rider has to contend with; but it is not the wild, riotous conduct of the colt, as often proceeding from fright as from vice. We may sometimes bully an experienced horse out of his tricks, or display of stubbornness; but it would not do with

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a colt prior to starting for a heavy stake; he must be controlled, but, in a general way, soothed, even if we know he deserves a sound thrashing.

Many steeplechase horses, as well as old race-horses, are extremely nervous before starting and even when going, but it arises from a different cause to that which makes a two-year-old so; the former are nervous because they know not what they are going about. Caressing and speaking kindly and encouragingly to such will usually reassure and pacify them; they will not be alarmed by a man moving his hand, or judiciously shifting his seat, because they have found a rider do so without its producing inconvenience to them. But a timid two-year-old is alarmed at *every thing;* a crowd alarms her, so does seeing a dozen horses by her side and around her. She has no definite cause of nervousness, like the old race-horse; but she apprehends danger, and feels excitement from any thing new to her. If she only feared the jockey, his caresses would probably soon pacify her; but she would be equally alarmed if a crow flew nearer to her than usual. No school education as to horsemanship would, therefore, put a man on his guard against such vagaries; and riding a well-trained horse goes a very little way towards making a man a good general horseman in difficult situations, or with difficult horses to manage.

Of boys it would be useless to say much, and still more so to say much to them, for even in riding they would never voluntarily take instruction if they were permitted to ride without it; so, in cases where it is determined to make them horsemen, they must first be told, then obliged to do that which will enable them to become such, and be left to find out the effect of what they are made to do, by after experience.

There are, however, two modes of teaching boys to sit firm on their horse; and as each has a different effect, I will mention them; the one teaches the boy to trust to his hold on his saddle by his knees and thighs; this is learnt by his riding for some time without stirrups. In personal illustration of this, I rode the whole of one season and the first half of another with fox-hounds without stirrups, and that, part of my second season, on full-sized horses. The advantage of this mode of instruction is, that it teaches, or in fact obliges, a boy to balance his body,

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and sit still and firm in his seat, without any other aid than nature has supplied him with; and it obliges him to keep his legs motionless; for should he hold so loosely by his knees and thighs as to allow his legs to move or swing backward and forward on his saddle skirts, they would allow him to roll over the one or other side of his horse, and thus "the hope of the family" might be turned topsy-turvy. The next advantage derived from this plan is, it finally, in riding terms, gives a lad hands; for so soon as he has learned a firm seat, and got in full confidence in this respect, his hands are as free and as much at liberty as if standing on the ground. For however firm he may want to hold his horse by the head, to assist, support, or check him, he wants no hold by his own hands, as a support or stay to his own body. In fact, by thus learning to ride in the first instance, a seat at once neat and firm is most easily to be acquired without the vile habit of "holding on by the bridle;" which, if once contracted, it would be difficult, if not impossible, to break a man of; and until that was done, he never could be half a horseman.

If during the last page or two, or for the next, I write or quote personally, I do so to show that I write from personal practice, and not from mere observation or theory.

I in no shape mean to infer that continuing to ride without stirrups would be advantageous; on the contrary, I am clear it would have quite an opposite effect. It is very well, and I hold it as very advantageous, as a groundwork for beginners; but the artist will require other aids to perfect his work. One of these is the stirrup. Had I gone on riding two or three more seasons without them, the consequence would probably have been, that from practice I should have become so accustomed to ride without them, that I should have been unable to avail myself of their assistance; and though, on any thing that is not as slippery as a saddle, a man might sit an unruly horse quite as firmly without stirrups as with, still without their aid he could not ride for ordinary purposes to the best advantage, or make the most of his horse without their use.

An Arab may ride bare-backed, sit firmly, and do something like twenty miles within the hour, on the desert. But he does it in a wild way; and his horse, ridden by an English jockey,

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would, I am quite certain, do it to greater advantage, that is, with less fatigue. His doing it, ridden as he is, is nothing to the purpose; it is whether he could not, by being more scientifically managed and ridden, do it either in shorter time, or in the same time with more ease.

Racing, or rather exercise riding, boys learn to ride in the directly opposite way. They are never allowed to ride even walking exercise without a saddle and stirrups; they therefore learn to depend on them; in short, with their comparatively little strength, they could not ride the horses they do if they did not. For in very free-going horses and hard pullers, by keeping their feet forward, the stirrup acts with them as the toe-board does to a coachman with four horses in hand; and if we were to select from the best riding boys in all the stables at Newmarket, we should not find one who could, like the dealer's lad, jump on a horse and ride him bare-backed; at all events, he could not ride him well; and indeed I should say the chances are he would tumble off. So much for learning in one way only. Now the dealer's lad could not ride a race-horse as well as the other, but he could ride him; and when merely following a head lad, probably he would ride him tolerably well, for he is accustomed to ride both with and without stirrups, and is indifferent as to which; and in point of lightness of hand, and making the most of a good or bad mouth, the dealer's lad beats the Newmarket one hollow. This arises from his being taught and expected to make every horse he gets on go as well, and carry himself as handsomely, as he can be made to do; and as he rides a dozen or more different horses every day, he acquires a hand for every horse. The Newmarket boy rides the same horse for months together, and probably not more than half a dozen different ones in as many years. This is therefore by no means the best place to learn hands, though a very good one to teach him to hold strong pullers, which he can do better than the dealer's lad, though he may be physically far stronger.

The remark might very naturally be made, that if, as I have said, a jockey requires good hands for all sorts of horses, and that riding exercise is not the best school to give such, it must be a bad one to select a jockey from, which I have stated is mostly done.

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I will endeavor to reconcile this seeming incongruity. Exercise boys have *not*, generally speaking, fine hands; therefore, to a certain degree, it is objectionable as a school for a jockey. But to set against this, in the first place, there is no other in which the other requisites in a jockey can be taught, or of course learnt; for training stables are the only places where a boy can become acquainted with the habits, temper, style of going, and powers of speed of the race-horse; and, what is of quite as much consequence as all these put together, it is the best school to enable him to become a good judge of pace Without these acquirements no man can ever be a jockey.

Having thus far answered the supposed remark, I hope it will be borne in mind, that, although I said jockeys have mostly been exercise boys, I in no way even inferred that exercise boys mostly become jockeys; for the fact is, there is not one in a dozen of these boys that has either head or hands for the purpose; and it is because a boy is found to possess these in greater perfection than other boys in the same stables that gets him first put upon a race-horse as a jockey.

I have now laid before my readers what I conceive to be the different effects of learning to ride without and with stirrups, and of learning to ride with them *only;* and, whether man or boy, I should most strongly recommend the beginner to adopt the former course, satisfied as I am that for general riding it will give both the best seat and best hands.

There are three descriptions of persons among men grown, who, if they mean to make riding a pursuit, would benefit by some advice on the subject; the one is the man who has never ridden at all; the other one who has ridden a little, and, finding himself in difficulty, is satisfied he knows nothing about it; the third is one who has ridden a good deal, and that very badly. The first would be altogether the readiest pupil, and very likely would, in the shortest time, become a horseman. He will do as he is advised, because he has no inducement to do, nor does he know how to do, otherwise; and, beginning right, the right way will become his most natural habit, and of course the one the easiest to him; and having in commencing no habits at all, he will have no bad ones to correct.

The next would give a little more trouble; for as he has

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ridden, whether it may have been twenty times or two hundred, he must have ridden *somehow;* and though a horseman might very properly consider this as riding *nohow*, it will depend upon the turn of the rider's mind how far it may or may not be found difficult to convince him it was so. But, as I have said, he must have ridden somehow, and that with him has become a habit; therefore, supposing he is diffident enough to be convinced his habits have been bad ones, he has to forget, or at least to forego, those while he learns proper ones, the former probably being by far the most difficult task.

With the third, who has ridden a great deal, but ridden badly, I wish to have nothing to do; as it is probable, if not certain, that he will be as opinionated as ignorant, and as unable as unwilling to appreciate or to profit by instruction. At all events, no credit is to be gained by such a pupil, and it is all but hopeless to attempt to make him into a horseman."—*Harry Hieover's Pract. Horsemanship.*

In addition to this, I have only to state, that nothing which I have said above, in regard to the use of the martingale, is to be held as applying either to the riding of race horses, or to the riding or driving of fast-trotting horses.

To both these ends the use of the martingale is indispensable; as, above all things, the heads of the animals must be kept steady and perfectly inflexible at a hard unyielding pull. The absence of a good mouth, or of a pleasant and handsome style of going is necessary to neither animal, and, in the trotter, the former would be a vice rather than a virtue, as the possession of a fine, delicate, light hand would be a disqualification, rather than an advantage, to the rider or driver of such animals.

For race-riders, or riders and drivers of match-trotters, I give no directions—the professionals are better able to instruct me, than I to teach them; and amateurs in the former art can hardly ever expect to succeed; while, in the latter branch of equestrianism, they can only acquire proficiency by practice and study on the course and on the road, and then, only at the disadvantage and penalty of unfitting themselves for any other sort of riding or driving, of acquiring a bad and ungainly seat, and of losing, if they ever possessed it, the lightness, sensibility, and delicacy of touch, which constitute what is known to horsemen as a good hand.

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The modes of breaking the young horse, as usually practised, and as detailed, in some small degree, above, under the head of breeding, consist of letting him stand on the colts' or breaking bits; lunging him, in a circle, by means of a long leading rein, with the aid of a four-horse whip; by which he is taught his paces, and also how to turn and traverse—and, lastly, by putting him into the hand of a rough rider, who, according as he did or did not possess—what very few such men do possess—fine seat, fine hands, great judgment, great tact, unruffled temper, unwearied patience, indomitable perseverance, and perfect skill—in other words, talent approaching to genius,—turned out the horse perfectly well broke, which is the rare exception—half finished, which is the rule—or a vicious, unmanageable brute, which is but too often the consequence of the breaker being, what he too often is, a sot, an ass, and a brute.

The following are Stonehenge's additional rules for breaking a hunter. They are admirable, and easy to be understood and followed. For every saddle horse they are, moreover, well worth following; since not only is every saddle horse much better and more valuable for being a clever and easy leaper, but even, if his rider never desire to leap him, he acquires a more perfect use of his limbs, and a greater degree of docility, by having been put through the forms of these instructions.

BREAKING AND TEACHING.

"Breaking is of course required for those colts, which are specially intended for hunters, but except in teaching to jump, it does not differ from the plan adopted in ordinary colt-breaking. The same mouthing-bit which I have recommended above will also suit this kind of horse, but its reins should be buckled considerably tighter, and the horse "put upon it" for an hour a day until he bends himself well. He may also have what is called a "dumb jockey" buckled on his roller, with springs contained within its arms, by which the bit is allowed to give and take with the horse's action; but still always having a tendency to bend the neck, and bring the horse back on his haunches. Unless this is effectually done, and the colt is made to use his hind legs by bringing them well under him, thus carrying a

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good part of his weight, he is never safe across ridge-and-furrow, nor in awkward places, where he is obliged to creep up close to the take-off, and gather all his legs together before making the spring. When the horse is being lunged he may be made to jump a bar, but not too often over a movable one, or he finds out its tendency to fall, and becomes careless. A fixed bar should be used as soon as the horse understands this part of his business, and he will not hurt himself if he falls over it a few times; because there is nothing to hold his legs, and, consequently, he either falls forward or backward without injury. The bar should have side guides, so that in lunging, the horse must go over, or come back and face the whip of the groom following him; and when they are properly managed, the leading-rein slides over them without catching, and the bar may be taken by the horse in each round of the lunge. Some horses seem to enjoy the fun when they are clever and good-tempered, but not more than six or eight jumps should be given in any one lesson, for fear of disgusting the pulpil. When he is perfect over the bar with the lunging-rein, and *after he is broken to all his paces*, he may be ridden over it, or any small fences, in cool blood; but he never ought to be put at this kind of work till he is perfect at all his other lessons. For if he does not know what the spur, or the pull of the rein means, it is useless to confuse him by trying to make him do what he does not understand. No large jumps should ever be tried without hounds, and when the colt is willing to go when he is wanted over small places, it is better to defer the conclusion of his jumping education until he can be taken out with hounds, as I have explained under the section treating of the teaching of the steeplechaser. With hounds the colt is inclined to follow the field of horses, and will soon attempt any place his breaker puts him at; though often making mistakes, and sometimes carrying the fence before him into the next field. Good hands, a firm seat, and an unruffled temper soon make him know his powers; and in a few times he learns to avoid mishaps, and keeps his legs without difficulty. The breaking-bit already described is the best to ride young horses with, as it is large, and allows of considerable pressure without injury; so that if the breaker is obliged to keep the head straight with some force, the colt is not thereby dragged into the fence, as would be

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the case with a small and sharp snaffle or with a curb. The same caution must now be exercised as before with regard to a too long continuance of the early lessons. The young hunter, as well as the steeplechaser, should be gradually accustomed to his practice, consequently should never have too much at first; as there is some danger of disgusting him by needless repetition.

And here, a few months since, I should have closed my observations on riding and breaking, for the *manège* is neither attainable in this country, except by the aid of circus companies, nor necessary to a rider; though, if superadded to the other qualifications of a good field and road horseman, it is a grace to an equestrian, and a vast excellence to every horse, except a race-horse, a hunter, and a trotter, for two of which *manège* rules would be utterly useless, if not positively detrimental, and for the third—the hunter—only in a very preliminary and moderate degree desirable, so far, I mean, as teaching him how to get his hind legs under him.

Lately, however, I have come across Mr. Baucher's system of horsemanship, both as teaching men how to ride themselves, and how to break horses, by an invariable, uniform and infallible method. I have no hesitation, although I took it up with considerable doubt and distrust, in adopting it as all that it pretends to be; and in most urgently recommending all my readers, who desire to become perfect riders themselves, and to have their horses perfectly broken, to adopt all his preliminary steps, both of learning to ride and of breaking, as the best ever introduced, and as infallibly certain, if practised with patience and temper, to produce the result desired.

So satisfied am I of the excellence of this method, and of the advantage of introducing it, that not being, by any means, satisfied with the rendering of the original in the only American edition, I have prepared a version of such parts of the work as I judge essential to the learning how to make accomplished riders, and thoroughly-broken horses for general purposes—not carrying the system to its extreme length, which would make all horses perfect *manège*, or circus, or cavalry horses, and all riders, riding-masters, circus-masters, or dragoons—which is neither necessary nor desirable—and this I now submit to my readers. I farther advise any one, who desires to have a per-

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fect riding horse, to devote a few hours daily to training his animal, which will soon be in itself a source of pleasure and amusement, apart from the ultimate advantage to be obtained—and farther, whether he be a mere tyro and learner, or an old horseman, to go through a series of Baucher's lessons for the acquisition of flexibility of the person and of a perfect seat on horseback, being well assured that, in the former case, it will afford the speediest and easiest means of becoming a rider, and that, in the latter, it will give such increased facility, and mastery of the animal, as well as of the horseman's own powers, as will largely and amply remunerate him for the pains and the time devoted to the experiment.

"By following my new instructions," says Mr. Baucher on his forty-first page, "relating to the seat of a man on horseback, we shall soon arrive at certain results; they are as easy to understand as to demonstrate. Two sentences are sufficient to explain all to the rider, and enable him to obtain a good seat by the simple advice of the instructor.

The rider must expand his chest as much as possible, so that every part of his frame rests upon that next below it, for the purpose of increasing the adhesion of his buttocks to the saddle. The arms should fall easily by the sides. The thighs and legs should, by their own strength, find as many points of contact as possible with the saddle and the horse's sides; the feet will naturally follow the motion of the legs.

By these few lines it is shown how simple a thing it is to acquire a seat.

The means which I recommend for readily obtaining a good seat remove all the difficulties which the plan pursued by our predecessors presented. The pupil of old understood nothing of the long catechism, recited in a loud voice by the instructor, from the first word to the last; consequently he could not execute it. Here one word replaces all those sentences; but we previously go through a course of practisings for the rendering of his frame flexible and supple. This course will make the rider expert, and consequently intelligent. One month will not elapse before the most stupid and awkward recruit will find himself able to sit a horse properly, without the aid of words of command.

The horse is to be led upon the ground, saddled and bri-

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dled. The instructor must take two pupils; of whom one shall hold the horse by the bridle, and observe what the other does, in order that he may be able to perform in his turn. The pupil shall approach the horse's shoulder and prepare to mount; for this purpose he is to lay hold of, and separate with the right hand, a handful of mane, and pass it into the left hand, taking hold as near the roots as possible, without twisting them; he must then grasp the pommel of the saddle with the right hand, the four fingers inside, and the thumb outside; when springing lightly, he will raise himself upon his wrists. As soon as his middle reaches the height of the horse's withers, he must pass the right leg over the croup, without touching it, and place himself lightly in the saddle. This vaulting will tend to render the man active; and he should be made to repeat it eight or ten times, before letting him finally seat himself. The repetition of this exercise will soon teach him the use of his arms and loins.

For the stationary exercise on horseback, an old, quiet horse should be chosen in preference; the reins to be knotted, and to hang on his neck. The pupil being on horseback, the instructor will examine his natural position, in order to exercise more frequently those parts which have a tendency either to weakness or rigidity. The lesson will commence with the chest. He must expand the chest, and hold himself in this position for some time, without regard to the stiffness which it will occasion at first. It is by the exertion of force that the pupil will obtain suppleness and flexibility, and not by the relaxation of his natural powers so much and so uselessly recommended. Motions at first produced only by great effort, will not require so much exertion after a while, for the pupil will then have gained skill, and skill, in this case, is but the result of exertions properly combined and employed. What is first done by the exertion of a force equal to twenty pounds is afterward effected by an effort gradually diminishing. When it is reduced to the last, we may say that skill is attained. If we commence by a smaller effort, we cannot attain this result. The flexions of the loins must be repeated, allowing the pupil often to let himself down into his natural relaxed position, in order to accustom him to throw his chest quickly into a good position. The body being

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well placed, the instructor will proceed—first, to the lesson of the arm, which consists in moving it in every direction, first bent, and afterward extended; secondly, that of the head; which must be turned right and left without allowing its motion to affect the position of the shoulders.

When the lessons of the chest, arms, and head, have produced a satisfactory result, which they ought to do at the end of four days—eight lessons—we pass to the pupil's legs.

He must remove one of his thighs as far as possible from the flaps of the saddle; and afterward replace it with a rotatory movement from without inward, in order to make it adhere to the saddle at as many points of contact as possible. The instructor should watch that the thigh does not fall back heavily; it should resume its position by a slowly progressive motion, and without a jerk. He ought, moreover, during the first lesson, to take hold of the pupil's leg, and direct it, to make him understand the proper way of performing this displacement. He will thus save him fatigue, and obtain the result sooner.

This kind of exercise, very fatiguing at first, requires frequent rests; it would be wrong to prolong the exercise beyond the powers of the pupil. The motions of bringing back the thigh which place it in contact with the saddle, and that of protruding it, which separates it from the saddle, becoming more easy, the thighs will acquire a suppleness admitting of their adhesion to the saddle in a good position. Then come the practices for flexing the legs.

The instructor should watch that the knees always preserve their perfect adherence to the saddle. The legs are to be swung backward and forward like the pendulum of a clock; that is to say, the pupil will raise them so as to touch the cantle of the saddle with his heels. The repetition of these flexions will soon render the legs supple, pliable, and independent of the thighs. The flexions of the legs and thighs are to be continued for four days—eight lessons. To make each of these movements more correct and easy, eight days—or sixteen lessons—will be devoted to them. The fifteen days—thirty lessons—which remain to complete the month, will continue to be occupied by the exercise of stationary supplings; but, in order that the pupil may learn to combine strength of the arms with that of the loins, he must

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be made to hold at arm's-length, progressively, weights increasing from ten to forty pounds. This exercise should commence with the least fatiguing position, the arm being bent, and the hand near the shoulder, and this flexion should be continued to the full extent of the arm. The position of the chest and trunk must not be affected by this exercise, but must be kept steady in its attitude.

The strength of pressure of the knees may be judged of, and even produced, by the following method. This, which at first sight will perhaps appear of slight importance, will, nevertheless, bring about great results. The instructor should take a narrow piece of leather about twenty inches long, and place one end of it between the pupil's knee and the flap of the saddle. The pupil will exert the force of his knees on the saddle to prevent its slipping, while the instructor will draw it toward him slowly and progressively. This process will serve as a dynamometer to judge of the increase of power.

The strictest watch must be kept that each force acting separately shall not put other forces in action. That is to say, that the movement of the arms shall not affect the shoulders, or put them in motion. It should be the same with the thighs, in respect to the body; with the legs, in respect to the thighs, and so with the rest. The power of displacing and flexing, at will, each several limb, having been thus separately obtained, the chest and seat are to be temporarily displaced, in order to teach the rider to recover his proper position without assistance. This is to be done as follows. The instructor, being placed on one side, must push the pupil's hip, so that his seat will be moved out of the seat of the saddle. The instructor will then allow him to get back into the saddle, being careful to watch that, in regaining his seat, he makes use of his hips and knees only, in order to make him use only those parts nearest to his seat. In fact, the aid of the shoulders would soon affect the hand, and this the horse; the assistance of the legs would have still worse results. In a word, in all the displacements, the pupil must be taught not to have recourse, in order to direct the horse, to the means which keep him in his seat, and *vice versa*, not to employ, in order to keep his seat, those means which direct the horse.

Here but a month has elapsed, and these equestrian gym-

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nastics will have made a rider of a person who may at first have appeared incapable of becoming such. Having mastered the preliminary trials, he will impatiently await the first movements of the horse, in order to give himself up to them with the ease of an experienced rider.

Fifteen days—thirty lessons—will be devoted to the walk, the trot, and the gallop. Here the pupil should solely endeavor to follow the movements of the horse; therefore, the instructor will oblige him to attend to his seat only, and not to attempt to guide the horse. He will only require the pupil at first, to ride straight before him; and secondly, to ride in every direction, with one rein of the snaffle in each hand. At the end of four days—eight lessons—he may be directed to take the curb rein in his left hand. The right hand, which is now free, must be held alongside of the left, that he may early get the habit of sitting square—with his shoulders abreast and equal. The horse should be made to trot as much to the right as to the left. When the seat is firmly settled at all the different paces, the instructor will explain simply, the connection between the wrists and the legs, as well as their separate effects.

Here the rider will commence the horse's education, by following the progression I shall proceed to explain. The pupil will be made to understand the reasons for each practice, and will be so led to perceive how intimately the education of the man is connected with that of the horse.

1. Flexions of the loins for producing expansion of the chest, four days, eight lessons.

2. Displacements and replacements of the thighs, and flexions of the legs, four days, eight lessons.

3. General exercises of all the parts in succession, eight days, sixteen lessons.

4. Displacements of the trunk, exercises of the knees and arms with weights in the hands, fifteen days, thirty lessons.

5. Position of the rider, the horse being at a walk, a trot, and a gallop, in order to fashion and confirm the seat at these different paces, fifteen days, thirty lessons.

6. Education of the horse by the rider, seventy-five days, and one hundred and fifty lessons.

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The whole being accomplished in a hundred and twenty-one days, two hundred and forty-two lessons.

OF THE FORCES OF THE HORSE.

The horse, like all organized beings, is possessed of a weight and of forces peculiar to himself. The weight inherent to the material of which the animal is composed, renders the mass inert, and tends to fix it to the ground. The forces, on the contrary, by the power they give him of moving this weight, of dividing it, of transferring it from one of his parts to another, communicate movement to his whole being, determine his equilibrium, speed, and direction. To make this truth more evident, let us suppose a horse in repose. His body will be in perfect equilibrium, if each of its members supports exactly that part of the weight which falls upon it in this position. If he wish to move forward at a walk, he must transfer that part of the weight, resting on the leg which he moves first, to those that will remain fixed to the ground. It will be the same thing in other paces, the transfer acting from one diagonal to the other in the trot, from the front to the rear, and reciprocally, in the gallop. We must not then confound the weight with the forces; the latter producing the results, the former being subordinate to them. It is by removing the weight from one extremity to the other that the forces put the limbs in motion, or keep them stationary. The slowness or quickness of the transfers fixes the different paces, which are correct or false, even or uneven, according as these transfers are executed with correctness or irregularity.

It is understood that this motive power is subdivisible *ad infinitum*, since it is dispersed through all the muscles of the animal. When the latter, himself, determines the use of them, the forces are instinctive; I shall call them transmitted, when they emanate from the rider. In the first case, the man is governed by his horse, and is merely the plaything of his caprices; in the second, on the contrary, he makes the horse a docile instrument, submissive to all the impulses of his will. The horse, then, from the moment he is mounted, should act only by transmitted forces. The invariable application of this principle constitutes the true art of the horseman.

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But such a result cannot be attained instantaneously. The young horse, in freedom, having been accustomed to regulate his own movements, will not, at first, submit without difficulty and resistance to the strange influence that now assumes to take the entire control of them. A struggle must necessarily ensue between the horse and his rider, who will be overcome unless he is possessed of energy, patience, and, above all, knowledge necessary to the carrying of his point. The forces of the animal being the element upon which the rider must principally work, first for conquering, and in the end for directing them, it is necessary he should apply himself to these before any thing else. He must study what they are, whence they spring, the parts where they unite to effect the strongest resistance by muscular contraction, and the physical causes, which occasion these contractions. When this is discovered, he will proceed with his pupil by means in accordance with his nature, and his progress will be proportionably rapid.

Unfortunately, we search in vain, in ancient or modern authors on horsemanship, I will not say for rational principles, but even for any data in connection with the forces of the horse. All speak very prettily about resistances, oppositions, lightness, and equilibrium; but none of them have understood how to tell us what causes these resistances, how we can combat them, destroy them, and produce that lightness and equilibrium, which they so earnestly recommend. It is this hiatus which has caused so much doubt and obscurity about the principles of horsemanship; it is this that has kept the art so long stationary; it is this hiatus, which, in a word, I conceive myself able to fill.

And first, I lay down the principle that all the resistances of young horses spring, in the first place, from a physical cause, and that this cause only becomes a moral one, through the awkwardness, ignorance, or brutality of the rider. In fact, besides the natural stiffness peculiar to all horses, each of them has his own peculiar conformation, the greater or less perfection of which produces the degree of harmony which exists between the forces and the weight. The want of this harmony occasions the ungracefulness of their paces, the difficulty of their movements, in a word, all the obstacles to a good education. In a

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state of freedom, however bad may be the structure of a horse, instinct is sufficient to enable him to make such a use of his forces as to maintain his equilibrium; but there are movements which it is impossible that he should make, until a preparatory exercise shall have put him in the way of supplying the defects of his organization by a better combined use of his motive power. A horse puts himself in motion only by means of assuming a given position; if his forces be such as to oppose themselves to this position, they must first be annulled, before they can be placed by the only ones which can effect it.

Now, I ask, if before overcoming these first obstacles, the rider adds to them the weight of his own body, and his unreasonable demands, must not the animal experience still greater difficulty in executing certain movements? The efforts we make to compel him to submission, being contrary to his nature, must we not necessarily find insurmountable opposition? He will naturally resist, and with so much the more advantage, because his forces being ill-distributed, will suffice to paralyze the efforts of his rider. The resistance then emanates, in this case, from a physical cause. This becomes a moral one from the moment when—the struggle going on by the same processes—the horse begins of his own accord to concert means for resisting the torture imposed on him, and when we undertake to force into operation parts, which have not previously been rendered supple, and liable to flexion.

When things come to this state, they can only from bad become worse. The rider, soon disgusted at the impotence of his own efforts, will throw upon the horse the responsibility of his own ignorance; he will brand as a jade an animal possessing perhaps the most brilliant resources, and of which, with more discernment and tact, he could have made a hackney as docile in character, as graceful and agreeable in his paces. I have often remarked that horses considered indomitable, are those which develope the most energy and vigor, when we know how to remedy those physical defects, which prevent their making use of them. As to those which, in spite of their bad formation, are by a similar system made to show a semblance of obedience, we need thank nothing but the softness of their natures. If they can be made to submit to the simplest exer-

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cise, it is only on condition that we do not demand any thing more of them; for they would soon find energy to resist any farther attempts. The rider can make them go along at different paces, to be sure; but how disconnected, how stiff, how ungraceful in their movements, and how ridiculous such steeds make their unfortunate riders look, as they toss them about at will, instead of being guided by them? This state of things is natural and necessary, unless we first remove the cause of it; *the improper distribution of their forces, and the rigidity caused by a bad conformation.*

But it may be objected, allowing that these difficulties are caused by the formation of the horse, how is it possible to remedy them? You do not surely pretend to change the structure of the animal, and reform the work of nature? Undoubtedly not; but while I confess that it is impossible to give more breadth to a narrow chest, to lengthen a short neck, to lower a high croup, to shorten and fill out long, weak, narrow loins, I do not the less insist that, if I prevent the different muscular contractions resulting from these physical defects, if I supple the muscles, if I make myself master of the forces so as to use them at will, it will be easy for me to conquer these resistances, to give more action to the weak parts, and to subdue the excess of those which are too vigorous, and thus to make up for the deficiencies of nature.

Such results, I do not hesitate to say, were and still are impossible under the old methods. But if the science of those, who follow the old beaten track, find so constant an obstacle in the great number of horses of defective formation, there are, unfortunately, some horses who, by the perfection of their organization, and the consequent facility of their education, contribute greatly to perpetuate the impotent routines that have been so unfavorable to the progress of horsemanship. A well constituted horse is one, all the parts of which being regularly harmonized, induce the perfect equilibrium of the whole. It would be as difficult for such a subject to depart from this natural equilibrium, and take up an improper position, for the purpose of resistance, as it is at first painful to the badly formed horse to be brought into that just distribution of forces, without which no regularity of movement can be hoped.

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"It is then only in the education of these last that the real difficulties of horsemanship consist. With the others the breaking ought to be, so to say, instantaneous; since, all the springs being in their places, there is nothing to be done but to put them in motion; this result is always obtained by my method. Yet the old principles demand two or three years to reach this point. And when, by feeling his way without any certainty of success, the horseman, gifted with tact and experience, succeeds at last in accustoming the horse to obey the impressions communicated to him, the rider imagines that he has surmounted great difficulties, and attributes to his skill a state so near to that of nature, that correct principles would have obtained it in a few days. Then as the animal continues to display in all his movements the grace and lightness natural to his beautiful formation, the rider does not scruple to take all the merit to himself; thus showing himself as presumptuous in this case as he was unjust when he made the badly formed horse responsible for the failure of his attempts.

If we once admit these truths;—

That the education of the horse consists in the complete subjection of his powers;

That we can only make use of his powers at will, by annulling all resistances;

And that these resistances have their source in the muscular contractions occasioned by physical defects;

The only thing necessary will be to seek out the parts in which these contractions arise, in order to endeavor to oppose and destroy them.

Long and conscientious observations have shown me that, whatever be the faults of formation that prevent a just distribution of forces in the horse, it is always in the neck that the most immediate effect is felt. There is no improper movement, no resistance, which is not preceded by the contraction of this part of the animal; and as the jaw is intimately connected with the neck, the rigidity of the one is instantly communicated to the other. These two points are the fulcrum upon which the horse relies, in order to defy and overpower all the rider's efforts. We may easily conceive the immense obstacle they must present to the exertions of the latter, since the neck and head being the

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two principal levers by which we direct the animal, it is impossible to obtain any thing from him until we render ourselves masters of these first and indispensable means of action. Behind the parts in which the forces are most exerted by muscular contractions for resistance, are the loins and the croup.

The contraction of these two opposite extremities are, mutually the one to the other, causes and effects, that is to say, the rigidity of the neck induces that of the haunches, and vice versa. We may combat the one by the other; and so soon as we have succeeded in anulling them, so soon as we have re-established the equilibrium and harmony which they prevented between the fore and hind parts, the education of the horse will be half finished. I proceed now to point out the means of arriving infallibly at this result.

THE FLEXINGS OF THE HORSE.

This work being an exposition of a method which is designed to subvert most of the old principles of horsemanship, it is understood that I now address men only who are already conversant with the equestrian art, and unite to an assured seat a familiarity with the horse, sufficiently great to understand all that concerns his mechanism. I will not, then, revert to the elementary processes; it is for the instructor to judge if his pupil possess a proper degree of solidity of seat, and is sufficiently a part of the horse; for at the same time that a good seat produces this identification, it favors the easy and regular play of the rider's extremities.

My present object is to treat principally of the education of the horse; but this education is too intimately connected with that of the rider, that he should make any considerable progress in the one without a knowledge of the other. In explaining the processes which should produce perfection in the animal, I shall necessarily teach the horseman to apply them himself; he will only have to practise to-morrow what I teach him to-day. Nevertheless, there is one thing that no precept can give; that is, a fineness of touch, a delicacy of equestrian sensibility which belongs only to certain privileged organizations, and without which, we seek in vain to pass certain limits. Having said this, we will return to our subject.

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We now know the parts of the horse in which the muscular contractions lie which produce the most resistance, and we feel the necessity of supplying them. Shall we then cease to attack, exercise, and conquer them all at once? No; this would be to fall back into the old error, the inefficiency of which we are convinced of. The animal's muscular power is infinitely superior to ours; his instinctive forces, moreover, being able to sustain themselves the one by the others, we must inevitably be conquered if we put them all at once in motion. Since the contractions have their seat in separate parts, let us profit by this division to combat them separately, as a skilful general destroys, in detail, forces which, when combined, he would be unable to resist.

For the rest, whatever the age, the disposition, and the structure of my pupil, my course of proceeding at the start will always be the same. The results will only be more or less prompt and easy, according to the degree of perfection in his nature, and the influence of the hand to which he has been previously subjected. The flexings, which will have no other object in the case of a well-made horse, than that of preparing his forces to yield to our influence, will re-establish calm and confidence in a horse that has been badly handled; and in a defective formation, will make those contractions disappear, which are the causes of resistance, and the only obstacles to the producing of a perfect equilibrium. The difficulties to be surmounted will be in proportion to this complication of obstacles, but will quickly disappear with a little perseverance on our part. In the progression we are about to pursue, in order to produce suppleness in all the different parts of the animal, we shall naturally commence with the most important parts, that is to say, with the jaw and the neck.

The head and neck of the horse are at once the rudder and compass of the rider. By them he directs the animal; by them, also, he can ascertain the regularity and precision of his movements. The equilibrium of the whole body is perfect, and its lightness complete, when the head and neck remain of themselves easy, pliable, and graceful. On the contrary, there can be no elegance, no ease of the whole, when these two parts are rigid. Preceding the body of the horse in all the impulses

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communicated to it, they ought to give warning, and show by their attitude the positions to be taken, and the movements to be executed. The rider has no power so long as they remain contracted and rebellious; he disposes of the animal at will, when once they become flexible and easily managed. If the head and neck do not first commence the changes of direction, if in circular movements they are not inclined in a curved line, if in backing they do not bend back upon themselves, and if their lightness be not always in harmony with the different paces at which we wish to go, the horse will have it in his own power to execute or to refuse these movements, since he will remain master of the employment of his own forces.

From the first moment I observed the powerful influence exercised by the stiffness of the neck on the whole mechanism of the horse, I attentively sought the means to remedy it. Resistance to the hand acts always either sideways, upward or downward. I at first imagined that the neck was the sole source of these resistances, and applied myself to suppling the animal by flexions, repeated in every direction. The result was immense; but although, at the end of a certain time, the supplings of the neck rendered me perfectly master of the forces of the fore-parts of the horse, I still found a slight resistance for which I could not at first account. At last, I discovered that it proceeded from the jaw. The flexibility I had communicated to the neck even increased the effect of this stiffness of the muscles of the lower jaw, by permitting the horse in certain cases to escape the action of the bit. I then bethought me of the means of combating these resistances in this, their last stronghold, and from that moment it is there I have commenced my work of suppling with that part.

The first exercise is performed on foot, and gives the means of making the horse come to the man, and rendering him steady to mount and generally docile.

Before commencing the exercises of flexions, it is essential to give the horse a first lesson of subjection, and teach him to recognize the power of man. The first act of submission, which might appear unimportant, will have the effect of speedily rendering him calm, of giving him confidence, and of preventing

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all those movements which might distract his attention, and mar the success of the commencement of his education.

Two lessons, of half an hour each, will suffice to obtain the preparatory obedience of every horse. The pleasure we experience in thus playing with him will naturally lead the rider to continue this exercise for a few moments each day, and make it both instructive to the horse and useful to himself. The mode of proceeding is as follows;—The rider will approach the horse, without roughness or timidity, his whip under his arm; he will speak to him without raising his voice too much, and will pat him on the face and neck; then with the left hand he will lay hold of the curb reins, about six or seven inches from the branches of the bit, keeping his wrist stiff, so as to present as much force as possible when the horse resists. The whip will be held firmly in the right hand, the point towards the ground, then slowly raised as high as the horse's chest, in order to tap it at intervals of a second. The first natural movement of the horse will be to withdraw from the direction in which the pain comes, by backing away from it. The rider will follow this backward movement, without discontinuing the firm tension of the reins, or the little taps with the whip on the breast, applying them all the time with the same degree of intensity. The rider should be perfectly self-possessed, that there may be no indication of anger or weakness in his motions or looks. Becoming tired of this constraint, the horse will soon seek to avoid the infliction by another movement, and by coming forward he will arrive at it; the rider will avail himself of this second instinctive movement to stop and caress the animal with his hand and voice. The repetition of this exercise will give the most surprising results, even in the first lesson. The horse, having discovered and understood the means by which he can avoid the pain, will not wait till the whip touches him, he will anticipate it by rushing forward at the least gesture. The rider will take advantage of this to effect, by a downward force of the bridle hand, the depression of the neck, and the getting him in hand; he will thus at an early period of his education dispose the horse to receive the exercises which are to follow.

This training, besides being a great recreation, will serve to render the horse steady to mount, will greatly abridge the

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process of his education, and accelerate the development of his intelligence. Should the horse, by reason of his restless or wild nature, become very unruly, we should have recourse to the cavesson, as a means of repressing his disorderly movements, and use it with little jerks. I would add, that it requires great prudence and discernment to use it with tact and moderation.

The flexions of the jaw, as well as the two flexions of the neck which follow, are executed standing still, by the man on foot. The horse must be brought out to the ground saddled and bridled, with the reins on his neck. The man will first see that the bit is properly placed in the horse's mouth, and that the curb-chain is fastened so that he can introduce his finger between the links and the horse's chin. Then looking the animal good-naturedly in the eyes, he will place himself before him near his head, holding his body straight and firm, planting his feet a little way apart in order to steady himself, and enable him to struggle advantageously against all resistances.

In order to execute the flexion to the right, the man should take hold of the right curb-rein with the right hand, at about six inches from the branch of the bit, and the left rein with the left hand, at only three inches from the left branch. He must then draw his right hand towards his body, pushing out his left hand so as to turn the bit in the horse's mouth. The force employed ought to be entirely determined by and proportioned to the resistance of the jaw and neck, and of these only, so as not to affect the rest of his body. If the horse back, to avoid the flexion, the opposition of the hands should still be continued. If the preceding exercise have been completely and carefully practised, it will be easy by the aid of the whip to prevent this retrograde movement, which is a great obstacle to all kinds of flexions of the jaw and neck. Figure 1.

So soon as the flexion is obtained, the left hand will let the left rein slip to the same length as the right, then drawing the two reins equally, will bring the head near to the breast, and hold it there oblique and perpendicular, until it sustains itself without assistance in this position. The horse, by champing the bit, will show that he is in hand as well as perfectly submissive. The man, to reward him, will cease drawing on the reins imme-

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diately, and after some seconds will allow him to resume his natural position. Figure 2.

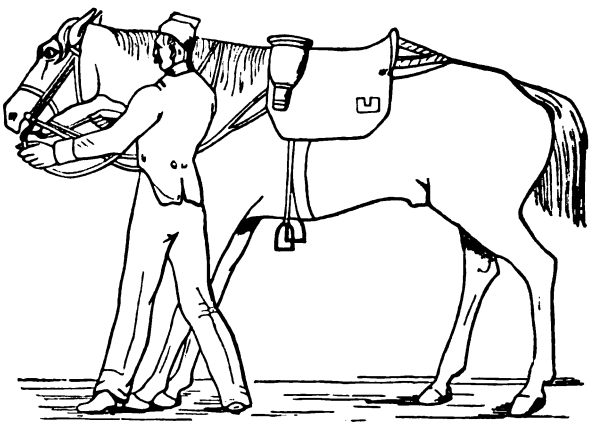

Figure 1.

The flexion of the jaw to the left is executed upon the same principles, and by inverse means; the man being careful to change alternately from the one to the other.

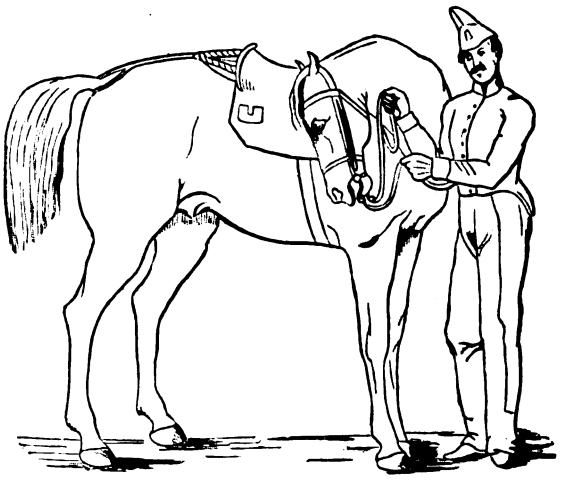

Figure 2.

The importance of these flexions of the jaw is easily understood. The result of them is to prepare the horse to yield instantly to the lightest pressure of the bit, and to supple

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directly the muscles which join the head to the neck. As the head ought to precede and determine the different attitudes of the neck, it is indispensable that the latter part be always in subjection to the former, and respond to every impulse conveyed to it. This would be only partially the case, should we produce flexibility in the neck alone, which would then force the head to obey it, by drawing the latter along in its movements. The cause appears, therefore, why I at first experienced resistance, in spite of the pliability of the neck, of which I could not imagine the cause. The followers of my method, to whom I have not yet had an opportunity of making known the new means just explained, will learn with pleasure that this process not only brings the flexibility of the neck to a greater degree of perfection, but saves much time in finishing the suppling. The exercise of the jaw, while fashioning the mouth and head, also induces flexibility of the neck, and accelerates the getting of the horse in hand.

This exercise is the first of our attempts to accustom the forces of the horse to yield to those of the rider. It is necessary then to manage it very nicely, so as not to discourage him at first. To enter on the flexions roughly would be to shock the animal's intelligence, who would not in that case have time to comprehend what is required of him. The opposition of the hands will be commenced gently but firmly, nor cease until perfect obedience is obtained; except, indeed, the horse back against a wall, or into a corner; but it will diminish or increase its effect in proportion to the resistance, in such a way as always to govern it, but not with too great violence. The horse which will not at first submit without difficulty, will in the end come to regard the man's hand as an irresistible regulator, and will accustom himself so completely to obey it, that we shall soon obtain, by a simple pressure of the rein, what at first required the whole strength of our arms.

At each renewal of the lateral flexions, some progress will be made in the obedience of the horse. As soon as his first resistances are a little diminished, we must pass to the perpendicular flexions or depression of the neck.

The man will place himself as for the lateral flexions of the jaw; he will take hold of the reins of the snaffle with the

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left hand, at six inches from the rings, and the curb-reins at about two inches from the bit. He will oppose the two hands by effecting the depression with the left and the proper position with the right.

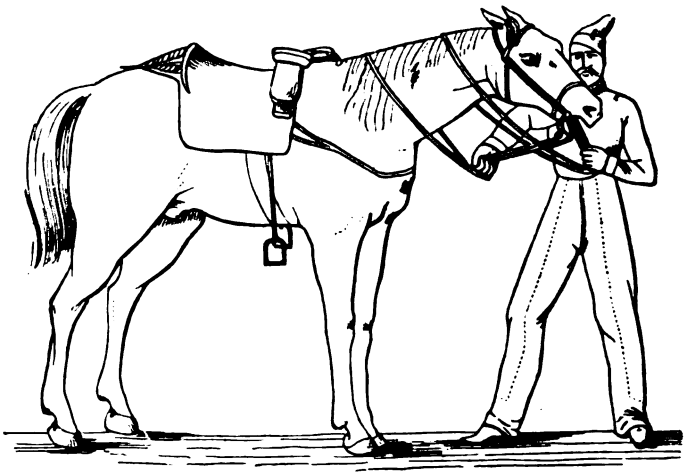
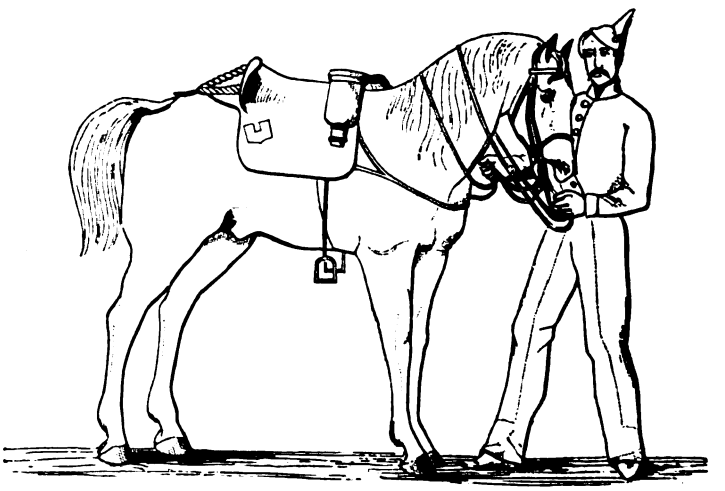


Figure 8.

As soon as the horse's head shall fall of its own accord, and by its own weight, the man will instantly cease all kind of force, and allow the animal to resume his natural position.



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This exercise, being often repeated, will soon give suppleness to the elevating muscles of the neck, which play a prominent part in the resistances of the horse, and will farther facilitate the direct flexions and the getting the head in position, which should follow the lateral flexions. The man can execute this, as well as the preceding exercise, by himself; yet it would be well to put a second person in the saddle, in order to accustom the horse to the exercise of the supplings with a rider. This rider should just hold the snaffle-reins, without drawing on them, in his right hand, the nails downward.

The flexions of the jaw will have already communicated suppleness to the upper part of the neck, but we have obtained it by means of a powerful and direct motive power, and we must accustom the horse to yield to a less direct regulating force. Furthermore, it is desirable that the pliability and flexibility, especially necessary in the upper part of the neck, should be transmitted throughout its whole extent, so as entirely to destroy its rigidity.

The force from above downward, practised with the snaffle, acting only by the head-stall on the top of the head, often takes too long to make the horse lower his head. In this case, we must cross the two snaffle reins by taking the left rein in the right, and the right rein in the left hand, about six or seven inches from the horse's mouth, in such a way as to cause a pretty strong pressure upon the chin. This force, like all the others, must be continued until the horse yields. The flexions being repeated with this more powerful agent, will put him in a condition to respond to the means previously indicated. If the horse responded to the first flexions represented by Figure 4, it would be unnecessary to make use of this one. (Figure 5).

We can act directly on the jaw so as to render it prompt in moving. In order to do this, we take the left curb-rein about six inches from the horse's mouth, and draw it straight towards the left shoulder; at the same time we draw the left rein of the snaffle forward, in such a way that the wrists of the person holding the two reins shall be opposite and on a level with each other. The two opposed forces will soon cause a separation of the jaws, and end all resistance. The force ought always to be proportioned to that of the horse, whether in his resistance, or in

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his easy submission. Thus, by means of this direct force, a few lessons will be sufficient to give a pliability to the part in question which could not have been obtained by any other means. Figure 6.

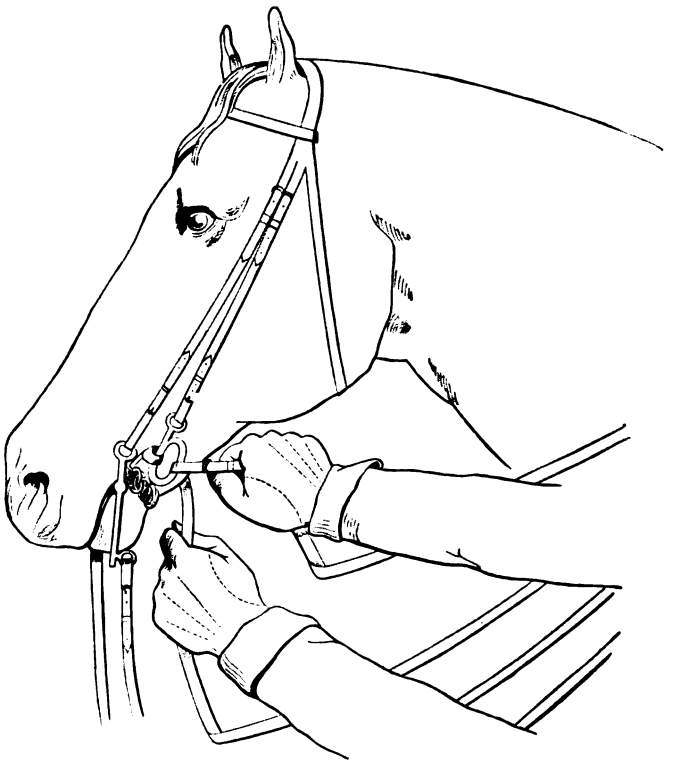

Figure 5.

For the lateral flexions of the neck, the man will place himself near the horse's shoulder, as for the flexions of the jaw; he will take hold of the right snaffle-rein, which he will draw upon across the neck, in order to establish an intermediate point between the influence which is conveyed from himself and the resistance which the horse offers; he will hold up the left rein with the left hand about a foot from the bit. As soon as the horse endeavors to avoid the constant tension of the right rein by inclining his head to the right, he will let the left rein slip so as to offer no opposition to the flexion of the neck. When-

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ever the horse endeavors to escape the constraint of the right rein, by bringing his croup around, he will be brought into place again by slight pulls on the left rein.

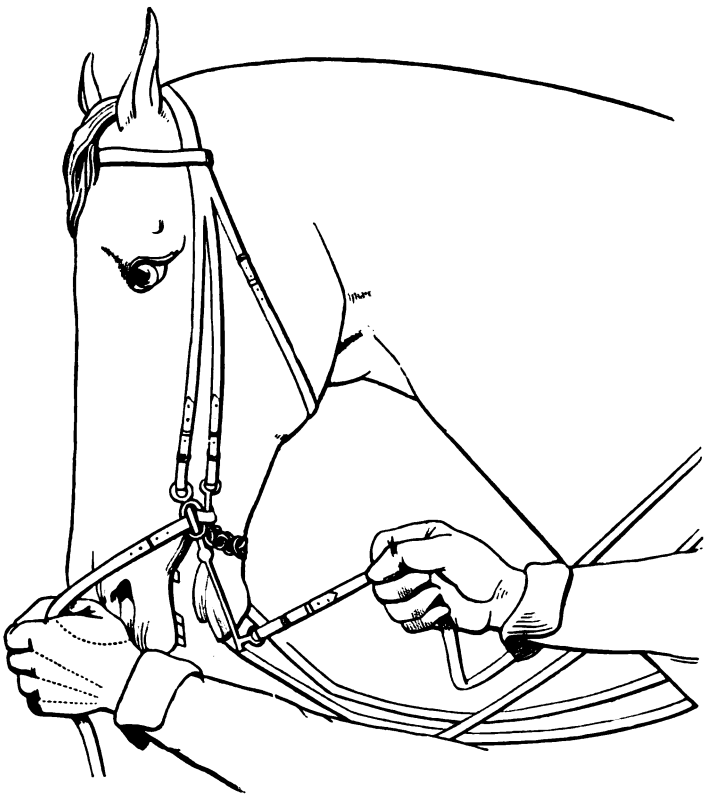

Figure 6.

When the head and neck have entirely yielded to the right, the man will draw equally on both reins to place the head perpendicularly. Suppleness and lightness will soon follow this position, and as soon as the horse evinces, by champing the bit, entire freedom from stiffness, the man will cease the tension of the reins, being careful that the head shall not avail itself of this moment of freedom to displace itself suddenly. In this case, it will be sufficient to restrain it by a slight support of the right rein. After having kept the horse in this position for some seconds, the instructor will make him resume his former posi-

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tion by drawing on the left rein. It is most important that the animal in all its movements should do nothing of his own accord.

The flexion of the neck to the left is executed after the same principles, but by inverse means. The man can repeat with the curb, what he has previously done with the snaffle-reins; but the snaffle should always be employed first, its effect being less powerful and more direct.

When the horse submits without resistance to the preceding exercises, it will prove that the suppling of the neck has already made a great step. The rider can, henceforward, continue his work by operating with a less direct motive power, and without the animal's being impressed by the sight of him. He will place himself in the saddle, and commence by repeating, with the full length of the reins, the lateral flexions, in which he has already exercised his horse.

Of lateral flexions of the neck, the man being on horseback, in order to execute the flexion to the right, the rider will take one snaffle-rein in each hand, the left scarcely feeling the bit; the right, on the contrary, giving a moderate impression at first, but which will increase in proportion to the resistance of the horse, and in a way always to govern him. The animal, soon tired of a struggle which, being prolonged, only makes the pain proceeding from the bit more acute, will understand that the only way to avoid it is to incline the head in the direction from which the pressure is felt.

As soon as the horse's head is brought round to the right, the left rein will form an opposition, to prevent the nose from passing beyond the perpendicular. Great care should be taken that the head remain always in this position, without which the flexion would be imperfect and the suppleness incomplete. The movement being regularly accomplished, the horse will be made to resume his natural position by a slight tension of the left rein.

The flexion to the left is executed in the same way, the rider employing alternately the snaffle and the curb-reins.

I have already mentioned that it is of great importance to supple the upper part of the neck. After mounting, and having obtained the lateral flexions without resistance, the rider will

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often content himself with executing them half way, the head and upper part of the neck pivoting upon the lower part, which will serve as a base, or axis. This exercise must be frequently repeated, even after the horse's education is completed, in order to keep up the pliability of his neck, and facilitate the getting him in hand.

It now remains for us, in order to complete the suppling of the head and neck, to combat the contractions which occasion the direct resistances, and prevent our getting the horse's head into a perpendicular position.

For the direct flexions of the head and neck, or for bringing in the nose, the rider will first use the snaffle-reins, which he will hold together in the left hand, as he would the curb-reins. He will rest the outer edge of the right hand upon the reins in front of the left hand, in order to increase the power of the right hand; after which he will gradually bear on the snaffle-bit. So soon as the horse yields, it will suffice to raise the right hand, in order to diminish the tension of the reins, and reward the animal. As the hand must only present a force proportioned to the resistance of the neck, it will only be necessary to hold the legs rather close to prevent backing. When the horse obeys the action of the snaffle, he will yield much more quickly to that of the curb, the effect of which is so much more powerful. The curb, of course, needs more care in the use of it than the snaffle.

The horse will have completely yielded to the action of the hand, when his head is carried in a position perfectly perpendicular to the ground; from that time the contraction will cease, which the animal will show, as in every other case, by champing his bit. The rider must be careful not to be deceived by the feints of the horse, feints which consist in yielding one-fourth or one-third of the way, and then hesitating. If, for example, the nose of the horse having to pass over a curve of ten degrees to attain the perpendicular position, should stop at the fourth or sixth, and again resist, the hand should follow the movement, and then remain firm and immovable, for a concession on its part would encourage resistance and increase the difficulties. When the nose shall descend to No. 10, the perpendicular position will be complete, and the lightness perfect. The rider can

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then cease the tension of the reins, but at the same time he must not permit the head to leave its position. If he lets it return at all to its natural situation, it should only be to draw it back again, and to make the animal understand that the perpendicular position of the head is the only one allowed when under the rider's hand. He should, at the outset, accustom the horse to cease backing at the pressure of the legs, as all backward movements would enable him to avoid the effects of the hand, or create new means of resistance.

This is the most important flexion of all; the others tended principally to pave the way for it. So soon as it is executed with ease and promptness, so soon as a slight touch is sufficient to place and keep the head in a perpendicular position, it will prove that the suppleness is completely effected, the contraction destroyed, and lightness and equilibrium established in the forehand. The direction of this part of the animal will, henceforward, be as easy as it is natural, since we have put it in a condition to receive all the influences we desire to convey to it, and instantly to yield to them without effort.

As to the functions of the legs, they must support the hind parts of the horse, in order to obtain the bringing in of the nose to the chest in such a way that he may not be able to avoid the effect of the hand by a retrograde movement of his body. This complete getting in hand is necessary, in order to drive the hind legs under the centre. In the first case, we act upon the forehand; in the second, upon the hind parts; the first serves for affecting the perpendicular position of the head, the second for bringing the haunches under him.

I published four editions of my Method, without devoting a special article to the combination of effects. Although I myself made a very frequent use of it, I had not attached sufficient importance to the great necessity of this principle in the case of teaching; later experiments have taught me to consider it of more consequence.

The combination of effects means the continued and exactly opposed forces of the hand and the legs. Its object should be to bring back again into a position of equilibrium all the parts of the horse which depart from that position, in order to prevent him from going ahead, without backing him, and *vice versâ;*

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finally, it serves to prevent any movement from the right to the left, or from the left to the right. By this means, also, we distribute the weight of the mass equally on the four legs, and produce temporary immobility. This combination of effects ought to precede and follow each exercise within the graduated limit assigned to it. It is essential when we employ the aids, *i. e.*, the hand and the legs in this, that the action of the legs should precede that of the hand, in order to prevent the horse from backing against any place; for he might find, in this movement, points of support that would enable him to increase his resistance. Thus, all motion of the extremities, proceeding from the horse himself, should be stopped by a combination of effects; finally, whenever his forces get scattered, and act inharmoniously, the rider will find in this a powerful and infallible corrective.

It is by disposing all the parts of the horse in the most exact order, that we shall easily transmit to him the motive impulse which should cause the regular movements of his extremities; it is thus also that we address his comprehension, and that he is made to appreciate what we demand of him; then will follow caresses of the hand and voice as a moral effect; they should not be used, though, until after he has done what is demanded of him by the rider's hand and legs.

When the horse naturally brings in his chin too closely on his breast, although but few are disposed by nature to do this, it is not the less necessary to practise on them all the flexions, even the one which bends down the neck. In this position, the horse's chin comes back near the breast, and rests in contact with the lower part of the neck; too high a croup, joined to a permanent contraction of the muscles that lower the neck, is generally the cause of it. These muscles must then be suppled in order to destroy their intensity, and thereby give to the muscles which raise the neck, their antagonists, the predominance which will make the neck rest in a graceful and useful position. This first accomplished, the horse will be accustomed to go forward freely at the pressure of the legs, and to respond without abruptness or excitement, to the touch of the spurs; the object of these last is to bring the hind legs near the centre, and to lower the croup. The rider will then endeavor to raise the horse's head by the aid of the curb-reins; in this case, the

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hand will be held some distance above the saddle, and well out from the body; the force it transmits to the horse ought to be continued until he yields by elevating his head. As horses of this kind have generally little action, we must take care to avoid letting the hand produce an effect from the front to the rear, in which case it would take away from the impulse necessary for movement. The pace, commencing with the walk, must be kept up at the same rate, while the hand is producing an elevating effect upon the neck. This precept is applicable to all the changes of position that the hand makes in the head and neck; but is paticularly essential in the case of a horse disposed to depress his neck.

It should be remembered that the horse has two ways of responding to the pressure of the bit; by one he yields, but withdraws himself from it at the same time by shrinking and coming back to his former position. This kind of yielding is only injurious to his education, for if the hand he held too forcibly, if it do not wait till the horse changes of his own accord the position of his head, the backward movement of his body would precede, and be accompanied by a shifting of the weight backward. In this case, the contraction of his neck remains all the while the same. The second kind of yielding, which contributes so greatly to the rapid and certain education of the horse, is effected by giving a half or three-quarter tension to the reins, sustaining the hand as forcibly as possible without bringing it near the body. In a short time the force of the hand, seconded by the continued pressure of the legs, will make the horse avoid this slight but constant pressure of the bit, but by means of his head and neck only. Then the rider will only make use of the force necessary to displace the head. It is by this means that he will be able to place the horse's body on a level, and will obtain that equilibrium, the perfect balance of which has not hitherto been appreciated.

Resuming what we have just explained in the case of a horse who rests his chin on his breast, we repeat that it is by producing one force from the rear to the front with the legs, and another from below upward with the hand, that we are soon enabled to improve the position and movements of the horse. So that, whatever may be his disposition, it is by first causing

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the depression of the neck, that we gain a masterly and perfect elevation of it.

I will close this chapter by some reflections on the supposed difference of sensibility in horses' mouths, and the kind of bit which ought to be used.

I have already treated this subject at length in my Comprehensive Dictionary of Equitation; but as, in this work, I make a complete exposition of my method, I think it necessary to repeat it in a few words.

I cannot imagine how people have been able so long to attribute to the mere difference of formation of the bars, those contrary dispositions of horses which render them so light or so hard to the hand. How can we believe that, according as a horse has one or two lines of flesh, more or less, between the bit and the bone of the lower jaw, he should yield to the lightest impulse of the hand, or become unmanageable in spite of all the efforts of two vigorous arms? Nevertheless, it is from remaining in this inconceivable error, that people have forged bits of so strange and various forms, real instruments of torture, the effect of which is to increase the difficulties they sought to remove.

Had they gone back a little farther, to the source of the resistances, they would have discovered that this one, like all the rest, does not proceed from the difference of formation of a feeble organ like the bars, but from a contraction communicated to the different parts of the body, and above all to the neck, by some serious fault of constitution. It is then in vain that we attach to the reins, and place in the horse's mouth a more or less murderous instrument; he will remain insensible to our efforts, so long as we do not communicate to him that suppleness which alone can enable him to yield.

In the first place, then, I lay down as a fact, that there is no difference of sensibility in the mouths of horses; that all present the same lightness, when in position with the nose brought in, and the same resistances, in proportion as they recede from that position. There are horses hard to the hand; but this hardness proceeds from the length or weakness of their loins, from a narrow croup, from short haunches, thin thighs, straight hocks, or—a most important point—from a croup too high or

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too low in proportion to the withers; such are the true causes of resistances. The contraction of the neck, the closing of the jaws, are only the effects; and as to the bars, they are only there to show the ignorance of self-styled equestrian theoricians. By suppling the neck and the jaw, this hardness completely disappears. Experiments, a hundred times repeated, give me the right to advance this principle boldly; perhaps it may, at first, appear too arbitrary; but it is none the less true.

Consequently, I only allow one kind of bit, and this is the form and the dimensions I give it, to make it as simple as it is easy.

The arms straight and six inches long, measuring from the eye of the bit to the extremity of the branch; circumference of the bit two inches and a half; port, about two inches wide at the bottom, and one inch at the top. The only variation to be in the width of the bit, according to the horse's mouth.

I insist that such a bit is sufficient to render passively obedient all horses which have been prepared by supplings; and I need not add that, as I deny the utility of severe bits, I reject all means not coming directly from the rider, such as martingales, &c.

CONTINUATION OF PRACTISINGS TO PRODUCE SUPPLENESS.

In order to guide the horse, the rider acts directly on two of his parts; the fore parts and the hind parts. To effect this he employs two motive powers; the legs, which give the impulse by the croup; and the hand, which directs and modifies this impulse by the head and neck.

A perfect harmony of forces ought then to exist always between these two motive powers; but the same harmony is equally necessary between the parts of the animal which they are intended particularly to impress. Our endeavors to render the head and neck flexible, light, and obedient to the touch of the hand, would be vain, its results incomplete, and the equilibrium of the whole animal imperfect, so long as the croup should continue immovable, dull, contracted, and rebellious to the direct governing agent.

I have just explained the simple and easy means of giving

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to the fore parts the qualities indispensable to their good management; it remains to tell how we can in the same manner fashion the hind parts, in order to give complete suppleness to the horse, and bring about a uniform harmony in the development of all his moving parts. The resistances of the neck and croup mutually aiding one another, our labor will be more easy, as we have already destroyed the opposition of the former.

In order to teach the flexions of the croup, and to render it movable, the rider will hold the curb-reins in the left hand, and those of the snaffle, crossed, in the right, the nails of the right hand held downward; he will first bring the horse's head into a perpendicular position, by drawing lightly on the bit; after that, if he desire to execute the movement to the right, he will carry the left leg back behind the girths and press it closely to the flanks of the animal, until the croup yields to this pressure. The rider will at the same time make the left snaffle-rein felt, proportioning the effect of the rein to the resistance which is opposed to it. Of these two forces, thus transmitted by the left leg and the rein of the same side, the first is intended to combat the resistance, and the second, to determine the movement. The rider should content himself in the beginning with making the croup execute one or two steps only sideways.

The croup having acquired more facility in moving, we can continue the movement so as to complete reversed pivot motions to the right and the left.* As soon as the haunches yield to the pressure of the leg, the rider, to cause the perfect equilibrium of the horse, will immediately draw upon the rein opposite to this leg. The motion of this, slight at first, will be progressively increased until the head is inclined to the side towards which the croup is moving, as if to look at it coming.

To make this movement understood, I will add some explanations, the more important as they are applicable to all the exercises of horsemanship.

The horse, in all his movements, cannot preserve a perfect

* Pivot movements are of two kinds, when one of the fore legs remain perfectly stationary as if nailed to the ground, and the hind legs are made to move around them in a perfect, until the horse is standing in a reverse position, and *vice versa*, when one of the hind feet are stationary and the fore feet traverse around them.

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and constant equilibrium, without a combination of opposite forces, skilfully managed by the rider. In the reversed pivot motion, for example, if when the horse shall have yielded to the pressure of the leg, we continue to oppose the rein on the same side on which we give the pressure of the leg, it is evident that we shall overshoot the mark, since we shall be employing a force which has become useless. We must then establish two motive powers, which in effect balance each other, without interfering; this will be done by the tension of the rein on the opposite side to that on which the leg acts in the pivot movements. So, we must commence with the rein and the leg of the same side; when it is time to pass to the second part of the work, we must employ the curb-rein in the left hand, and finally the snaffle-rein opposite to the leg. The forces will then be kept in a diagonal position, and in consequence, the equilibrium natural, and the execution of the movement easy. The horse's head being turned to the side to which the croup is moving, adds much to the gracefulness of the performance, and aids the rider in regulating the activity of the haunches, and keeping the shoulders in position. For the rest, practice alone will teach him how to use the leg and the rein, in such a way that their motions will mutually sustain, without at any time counteracting one another.

I need not observe, that during the whole of this exercise, as on all occasions, the neck should remain supple and light; the head in position, perpendicular, and the jaw movable. While the bridle hand keeps them in this proper position, the right hand, with the aid of the snaffle, is combating the lateral resistances, and determining the different inclination, until the horse is sufficiently well broken to obey a simple pressure of the bit. If, when combating the contraction of the croup, we permitted the horse to throw its stiffness into the fore parts, our efforts would be vain, and the fruit of our first labors lost. On the contrary, we shall facilitate the subjection of the hind parts, by preserving the advantages we have already acquired over the fore parts, and by preventing those contractions we have yet to combat from acting in combination.

The leg of the rider opposite to that which determines the rotation of the croup, must not be kept away from his side

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during the movement, but must remain close to the horse, and hold him in place, while giving the same impulse from the rear forward, which the other leg communicates from right to left, or from left to right. There will thus be one force keeping the horse in position, and another determining the rotation. In order that the pressure of the one leg should not counteract that of the other, and in order that they be susceptible of being used together, the leg intended to move the croup should be placed further behind the girths than the other, which must be put steady with a force equal to that of the leg which determines the movement. Then the action of the legs will be distinct, the one bearing from right to left, the other from the rear forward. It is by the aid of the latter that the hand places and fixes the fore legs.

To accelerate these results, at first, a second person may be employed, who will place himself at abreast with the horse's head, holding the curb-reins in the right hand, and on the side opposite that to which we wish the croup to traverse. He will lay hold of the reins at six inches from the arms of the bit, so as to be in a good position to combat the instinctive resistances of the animal. The rider will content himself with holding the snaffle-reins lightly, and acting with his legs as I have already directed. The second person is only useful when we have to deal with a horse of intractable disposition, or to aid the inexperience of the man in the saddle; but as much should be done without assistance as possible, in order that the practitioner may judge for himself of the progress of his horse, seeking all the while for means to increase the efficiency of his touch.

Even while this work is in an elementary state, he will make the horse execute easily all the figures of the manège of two *pistes*. After eight days of moderate exercise, he will have accomplished, without effort, a performance that the old school did not dare to undertake until after two or three years of study and work with the horse.

When the rider shall have accustomed the croup of the horse to yield promptly to the pressure of the legs, he will be able to put it in motion, or keep it motionless, according to his pleasure, and he can, consequently, execute all ordinary pivot motions. For this purpose he will take a snaffle-rein in each

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hand, one to direct the neck and shoulders towards the side to which he desires to wheel, the other to second the opposite leg, if it be not sufficient to keep the croup at rest. At first, this leg should be placed as far back as possible, and not be used until the haunches bear against it. By careful and progressive management the results will soon be attained. At the start, the horse should be allowed to rest after executing two or three steps well, which will give five or six halts in the complete rotation of the shoulders around the croup.

Here the stationary exercises cease. I will now explain how the suppling of the hind parts will be completed, by beginning to combine the play of its springs with those of the fore parts.

The retrograde movement, otherwise called backing, is an exercise, the importance of which has not been sufficiently appreciated, and which yet ought to have great influence on his education. When practised after the old erroneous methods, it was of no use, as the exercises which ought to precede it were unknown. Backing properly differs essentially from that incorrect backward movement, which carries the horse to the rear with his croup contracted and his neck stiff; that is, backing away from and avoiding the effect of the reins. Backing correctly supples the horse, and adds grace and precision to his natural motions. The first of the conditions upon which it must be obtained, is the keeping the horse well in hand, that is to say, supple, light in the mouth, steady on his legs, and perfectly balanced in all his parts. Thus disposed, the animal will be able with ease to move and elevate equally his fore and hind legs.

It is here that we shall be enabled to appreciate the good effects and the indispensable necessity of suppling the neck and haunches. Backing, which at first gives considerable pain to the horse, will always induce him to combat the motions of the hand, by stiffening his neck, and those of the legs, by contracting his croup; these are the instinctive resistances. If we cannot obviate the untoward disposition of them, how can we expect to obtain that shifting and reshifting of weight, which alone can render the execution of this movement perfect? If the motive impulse which, in backing, ought to come from the

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fore parts, should pass over its proper limits, the movement would become painful, impossible, in fact, and occasion on the part of the animal sudden, violent movements, which are always injurious to his organization.

On the other hand, the side motions of the croup out of the true line of action, by destroying the harmony which should exist between the relative forces of fore and hind parts, also hinder the proper execution of the backing. The previous exercise to which we have subjected the croup, will aid us in keeping it in a right line with the shoulders, and in so preserving the necessary transfer of the forces and weight.

To commence the movement, the rider should first assure himself that the haunches are on a line with the shoulders, and the horse light in hand; then he may slowly close his legs, in order that the action which they communicate to the hind parts of the horse, may make him lift one of his hind legs, and prevent the body from yielding, before the neck gives to his hand. It is then that the immediate pressure of the bit, forcing the horse to regain his equilibrium behind, will produce the first part of the backing. As soon as the horse obeys, the rider will instantly give the hand to reward the animal, and not to force the play of his fore parts. If his croup be displaced, the rider will bring it back by means of his leg, and if necessary, use for this purpose the snaffle-rein on that side.

After having defined what I call the true movement of backing, I ought to explain what I understand by shrinking back so as to avoid the bit. This movement is so painful to the horse, so ungraceful, and so much opposed to the right development of his mechanism, that it cannot fail to have struck any one who has occupied himself at all with horsemanship. We force a horse backward in this way, whenever we crowd his forces and weight too much upon his hind parts; by so doing we destroy his equilibrium, and render grace, measure, and correctness impossible. Lightness, always lightness! this is the basis, the touchstone of all beautiful execution. With this, all is easy, to the horse as well as to the rider. That being the case, it is to be understood that the difficulty of horsemanship does not consist in the direction which is to be given to the horse, but in the position which he must be made to assume—a

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position which alone can smooth all obstacles. Indeed, if the horse execute, it is the rider who impels him to do so; upon him, then, rests the responsibility of every false movement.

It will suffice to exercise the horse for eight days, for five minutes each lesson, in backing, to make him execute it with facility. The rider will content himself the first few times with one or two steps to the rear, followed by the combined effect of the legs and hand, increasing in proportion to the progress he makes, until he finds no more difficulty in a backward than in a forward movement.

What an immense step we shall then have gained in the education of our pupil! At the start, the defective formation of the animal, his natural contractions, the resistances which we encountered every where, seemed as if they would defy our efforts, for ever. Without doubt those efforts would have been vain, had we made use of a bad course of proceeding; but the wise system of progression which we have introduced into our work, the destruction of the instinctive forces of the horse, the suppling of the parts, the separate subjection of all the rebellious influences, have soon placed in our power the whole of his mechanism to a degree which enables us to govern it completely, and to restore that pliability, ease, and harmony of the parts, which their bad arrangement threatened always to prevent.

Was I not right then, in saying, that if it be not in my power to change the defective formation of a horse, I can yet prevent the consequences of his physical defects, so as to render him as fit to do every thing with grace and natural ease, as the better-formed horse? In suppling the parts of the animal upon which the rider acts directly, in order to govern and guide him, in accustoming them to yield without difficulty or hesitation to the different impressions which are communicated to them, I have destroyed their stiffness, and restored the centre of gravity to its true place, namely, to the middle of the body. I have, besides, settled the greatest difficulty of horsemanship; that of subjecting to my will, which is more necessary than aught else, the parts upon which the rider acts directly, in order to prepare for him infallible means of impressing his will upon the horse.

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It is only by destroying the instinctive forces, and by suppling the different parts of the horse, that we can obtain this. All the springs of the animal's body are thus surrendered to the discretion of the rider. But this first advantage will not be enough to make him a complete horseman. The employment of these forces, surrendered thus to him, will require both tact and skill, which must be obtained by careful practice, and are the fruits only of long experience. I will show in the subsequent chapters the rules to be observed. I will conclude this one by a rapid recapitulation of the progression to be followed in the supplings.

Stationary exercise by the rider on foot. Fore parts.—1. Flexions of the jaw to the right and left, using the curb-bit.

2. Direct flexions of the jaw, and depression of the neck.

3. Lateral flexions of the neck with the snaffle-reins and with the curb.

Stationary exercise by the rider on horseback.—1. Lateral flexions of the neck with the snaffle-reins, and with the curb-reins.

2. Direct flexions of the head, or placing it in a perpendicular position with the snaffle, and with the curb-reins.

Hind parts.—3. Lateral flexions, and moving the croup around the shoulders.

4. Rotation of the shoulders around the haunches.

5. Combining the play of the fore and hind legs of the horse, or backing.

I have placed the rotation of the shoulders around the haunches in the nomenclature of stationary exercise. But the ordinary pivot motions being rather complicated and difficult for the horse, he should not be completely exercised in them until he has acquired the measured time of the walk, and of the trot, and can easily execute the changes of direction."—*Baucher's Method of Horsemanship.*

I will only add here in relation to trotting and galloping horses, and to the training of them, that it has been well remarked, by an able English writer on these topics, that no animal when, in a state of nature, he desires to increase his speed, goes at the top of any one pace, but adopts a moderate

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rate of that which is the next quicker than the one at which he is now going, unless it be when, in mortal terror or furious haste, he goes at the fastest rate of all that he can command.

If he be walking at a moderate gait, and desire to go somewhat quicker, he does not increase his walk to its utmost, but breaks into a slow trot. The same again, of trotting, he increases that trot by striking into a canter, and from that into a gallop.

The utmost speed of any pace is far more distressing to a horse, than a far superior speed, on the whole, but an inferior speed at a superior pace. And to continue, for a very long distance, at the top of any one pace, is the most fatiguing of all; since the same set of muscles are exerted in precisely the same manner, all the time; whereas, by varying the pace, though at the same time, different muscles are brought into play and are exerted in a different way.

If it be necessary to travel a horse a certain large number of miles at a given high rate of speed, say ten or twelve miles an hour, he will accomplish it with twice the ease if allowed to trot and gallop alternately, that he will, if compelled to maintain either pace, throughout the whole distance.

This it is which makes so long practice necessary to the attainment of great excellence in trotting horses; and which causes them, above all other horses, constantly to improve in speed and powers of endurance, the longer they are kept at it, until their powers actually fail through decrepitude and old age. This too, it is, which renders long time-trotting matches so terribly exhausting to the horse and so unutterably cruel, that every humane man and true lover of the horse desires to see them abolished by legal enactment.

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STABLING

AND STABLE ARCHITECTURE.

THERE is probably no one thing, which has so great an influence on the well-being of horses, or the reverse, as the construction and arrangement of the stables; and in none has there been, for the most part, until a recent period, so much misconception as to what is requisite, and so much ignorance displayed both by architects and horse owners, as in this particular.

It being well known and admitted that a horse cannot be in the highest condition, and capable of doing his best, without having a short, fine, silky and blooming coat, and that, if he be put to such work as makes him sweat profusely, when his hair is coarse, long and shaggy, he incurs great risk of taking serious cold, beside the consideration that such a coat vastly increases the labor of the stablemen; it has of course always been an object with horse proprietors, to produce and promote, by all means in their power, this condition of the skin.

Now to this end, heat, to a certain degree, is indispensable; but both the degree and the proper means of producing this heat have been dangerously miscalculated, and exaggerated.

The entire exclusion of the outer atmospheric air has had the most baleful results, producing, of necessity, a corrupt and fœtid state of that most vital element which the animals are compelled to breathe, mixed with the powerful effluvia from the pores of their own bodies, and the vapors arising from

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their excrements and urine, the latter replete with pungent ammonia.

In extreme cases, the consequences of this exclusion is blindness, and the almost instantaneous generation of that deadliest of equine scourges, the glanders; which a few years since was so fatal, in many of the French cavalry stables, that the loss of chargers by it, in many years, exceeded fifty per cent. of all the horses in garrison, in certain districts. On one occasion, on board ship, in the ill-fated Quiberon expedition, during the war of the French revolution, the hatches having been necessarily closed on account of bad weather; this disease broke out with such incredible fury, either spontaneously generated, or what is more probable—communicated to the rest from some one infected animal, in which the undetected symptoms had been aggravated into sudden virulence by the condition of the air in the closely packed hold, that nearly the whole number of the troop and artillery horses of the expeditionary forces perished.

Again, because at times, when he is seeking to rest, the horse likes a darkened chamber, stables have been too often built, with scarcely any provision for the admission of light, without which no stable can be kept either clean or wholesome, much less cheerful.

And the horse is, above all things, a sociable and cheerful animal, becoming excessively attached to his comrades of his own family, or, if deprived of their society, to any dog, cat, goat, or even poultry, which may chance to share his confinement.

If a horse be shut up alone, in a loose box, or hut, which has a window or upper part of the door open to the exterior air, he will be constantly seen putting out his head to seek for amusement, by looking at what is passing around him.

It is the height of cruelty to exclude the light from a poor animal, which is thus reduced to a worse condition than that of the State prisoner of the present day; whose worst punishment, for obstinate contumacy, consists in immurement in a darkened dungeon.

How fatal may be the effects of such confinement in darkness, to animals, is curiously illustrated by the story of the poor

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Newfoundland and Esquimaux dogs, related by the excellent and lamented Kane, which in consequence of being confined, through necessity, in a dark kennel, during the half year of Arctic winter midnight, became afflicted with a disease partaking the symptoms of melancholy insanity—I do not mean hydrophobia—and pined away, until they literally died of the effects of solitary imprisonment and total darkness.

It may be said, then, that the things indispensable to the horse in his stable, are warmth, light, air, a dry atmosphere, freedom from all ill odors, absence of any currents of wind falling directly on his frame or limbs, and sound, dry, level standing ground.

If it were possible, it would be advisable that every horse should be in a loose box, which should be contiguous to another box, the divisions planked closely up to about four and a half or five feet from the ground, and above that separating the occupants of the adjoining chambers only by stout upright bars, too close to admit of the head being passed through, but sufficiently wide to permit of the animals' seeing and smelling one another, and, in their mute way, conversing. Where space and expense are not considerations, I strongly advise this method; the horses will keep themselves, in some degree, in exercise, by walking to and fro; they will be at liberty to rest and roll, if they desire it, and will be in all ways happier, more comfortable, and better to do in the world.

Every stable should have, at least, one such box for sick or tired horses. None but those who have observed it, can imagine how a horse, after a severe day's work, rejoices and luxuriates in a large loose box, plentifully provided with warm, clean, dry litter. It is a pleasure to see one so situated; and we should spare no pains to contribute all in our power to the comforts of the good, honest, faithful, docile, hard-working, intelligent and affectionate servant, who ministers so largely to our wants and our pleasures; and who only passes, as being inferior to the dog in sagacity, teachableness and love for his master, because we, for the most part, abandon him, except when we are on his back, or in the vehicle behind him, to the care of rude, ignorant, and too often cruel servants; because we limit his education to the learning of paces, and, at most, a few tricks of the manège;

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and do not endeavor to cultivate his resources, increase his intelligence, or conciliate his affections.

I have owned horses, in my younger days, one in particular, a beautiful chestnut, thoroughbred park hackney, by Comus out of a Filho da Puta mare, with a white blaze and four white stockings, which I bought of my friend, Mr. Manners Sutton, now Lord Canterbury, just after leaving Cambridge, which had all the affection and all the docile intelligence of the cleverest Newfoundland dog, I ever saw. His demonstrations of joy, when he saw me after a short absence, were as uproarious as those of a spaniel; he literally seemed to understand every word that was said to him; and, having been perfectly trained to the manège, would jump into the air and yerk out his heels, kick with either hind leg, strike with either fore leg, and do a dozen other pretty tricks, at the word of command, without any touch or signal of either heel or hand. He was also a horse of extraordinary action, power and speed, having once won me three matches, on three consecutive days, to walk five, trot fifteen, and gallop twenty miles, each in an hour, with my own weight, which was then 12 stone, or 168 lbs., on his back.

But to resume—the stable, whether built of wood or brick, must be warm, dry, light, airy, and well ventilated. Yet it must have the means of being darkened, and it must be kept as cool as possible in the summer. I think it is the best, if it can be kept as nearly as possible at an even temperature of about 70 degrees of Fahrenheit through the whole season—certainly not more—for fast working-horses;—for cart-horses, and beasts of burthen, no such temperature is needed.

A stable must be perfectly well drained; and the drains must be provided with valves, opening outward before the rush of descending fluids, so as to exclude the air, which, if it blows in upon the heels, is very injurious; and the dunghill should be at a distance, and not under the window.

The standing ground should be as level as is compatible with a sufficient descent to carry off the water; for which purpose an inch to the yard is an ample allowance; and the material should be such as will neither absorb the moisture so as to be continually damp, nor become saturated with ammonia; which

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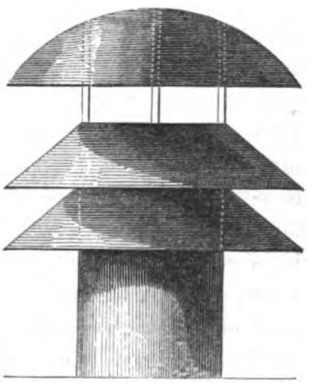
will offend the air, and tend to produce heat in the feet of the animal.

I consider planks, which are the ordinary flooring of American stables, exceedingly objectionable on this score.

Hard brick, set edgewise in cement, or good well squared paving stones, or even cobble stones, set in the same manner, or flagstones chiselled in deep grooves, so as to prevent the horse from slipping, all make good flooring for stalls and boxes, but I greatly prefer the first.

The best covering for drain mouths, which should be in the centre of loose boxes, with the floor gently descending to them on all sides, and at the foot of stalls, is a large flagstone, chiselled with intersecting grooves at right angles, an inch wide by half an inch deep, with perforations at every point of intersection.

The stable should be, at least, twelve feet high in the clear; beside having a shaft, or dome, ascending through the loft to a cupola, which should be provided with ventilators of Collins' new patent plan, which allows the egress of the hot and tainted air as it ascends, but prevents the ingress of descending currents from above.



The bottom of the windows, which should be opposite to each other, so as to admit of a thorough draft in hot weather, should not be less than eight feet from the ground, so that the air cannot blow directly on the horses. The sashes may be made to slide from down upward and *vice versa*, in the thickness of the wall, by means of pulleys, and can be regulated by cords. They should be guarded by wire nettings, without, to prevent the entrance of flies; and with shutters or Venetian blinds, within, to exclude the light, when needful.

The doors should in no case be less than five feet wide, and should open outward and in two halves transversely, so as in very hot weather to leave the upper part open. They should also be furnished with summer door-frames of wire gauze.

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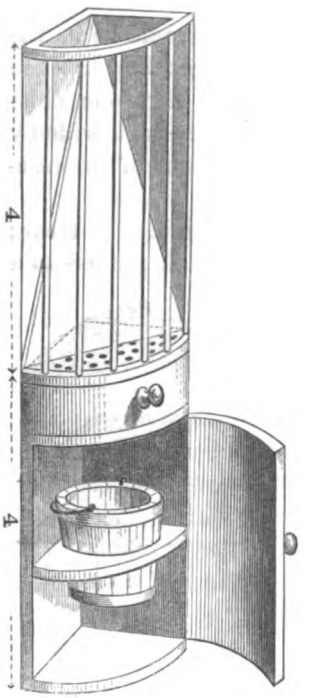
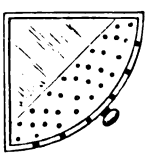
Loose boxes should not be less than twelve feet square; but the best size is fifteen by twelve.

Stalls should not be less than eight feet—nine is better—in depth, by six in width; and the stable from wall to wall should not be less than fifteen feet in the clear. There should be cupboards and shelves, for buckets, currycombs, brushes, chamois leathers, and such other things; and proper places for securing pitchforks, dung forks, brooms, and the like. Nothing must be left lying about, nor must there be any dark holes and corners, for the accumulation of dirt and rubbish, and the encouragement of lazy and slovenly grooms.





The divisions of the stalls should be of good sound two-inch oak, if possible, but if not, of pine, plank. Thin stall divisions are dangerous; as horses will at times kick through them, and lame themselves severely; they should be at least six feet high at the foot post, which should be of solid, stout oak; and they may be a foot higher at the head. The walls should be wainscoted with oak, to the same height as the stalls, all round loose boxes, and wherever they occur in stalls.

The best mangers and racks are enamelled iron ones, made in quadrant form of two foot radius, placed in the opposite corners of stalls or boxes.

The manger should be about three feet, and the bottom of the rack about four feet, from the ground. The bars of the rack should be perpendicular, and the back of it sloping forward, from the top to the bottom. There should be a seed drawer under it, and, if it be made with the bars loose, so as to revolve like pivots in sockets

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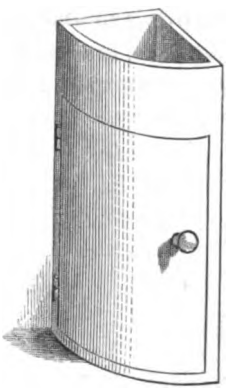
at the top and at the bottom, so much the better, as this arrangement will prevent crib-biting.

The same method is excellent for the bars, at the top of partitions between loose boxes; which bars may be also made of enamelled iron to great advantage.



Commodious cupboards may be made under the racks and mangers, for containing a water bucket and stable implements, and will save the further purpose of preventing the horse, when rising, after taking his rest, from striking his head or limbs against the under surfaces. Midway between the rack and manger, at the head of the stall, must be a perpendicular tube or shaft to contain the halter and halter weight, running over a pulley; and I will here add, that much the best and neatest halter is a fine steel chain covered with leather, like a dragoon bridle, and attached to the ring of the headstall by a spring swivel.

The walls, where not wainscoted, must be hard-finished and whitewashed. The floor of the loft must be made of exceeding close, well-jointed plank, and should also be under-drawn and ceiled, as should also the sides of the air-shaft, or dome, in order to prevent the hay from being impregnated with the effluvia of the ammonia and perspiration, which render it odious to the animal, and prejudicial to his health. There should on no account, for the same reason, be traps above the racks for throwing in the hay, which ought invariably to be tossed out of the upper windows, and brought into the stable by the door, from without, or carried down the stairs within.

And last, but most important of all, there should be in every stable, in the thickness of the head wall a tube or air-pipe, either round or square, of full six inches in diameter, running from end to end, open at both extremities, to the fresh external air, the apertures being covered by wire gauze to prevent the entrance of vermin.

This pipe should be at the level of the manger, and from it, into each stall, should be brought at regular intervals, not less

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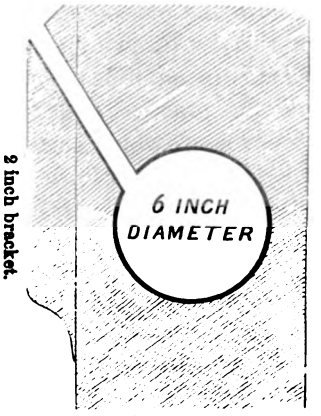
than six circular perforated passages of one inch diameter each, and into each loose box not less than twelve of the same; but twice that number would be decidedly more advantageous.

These perforations should be made diagonally upward, and brought into the stable along the upper edge of a chamfered cornice running across the stall, from the rack to the manger, through the middle of the perpendicular side of which the halter may be brought out.

The air-pipe in the wall, with the chamfered or rounded cornice, is shown by the accompanying cut; it is also exhibited in the thickness of the walls in the ground plans of the different stables by a white internal line.



9 inch wall.

There should be a convenient harness-room, with glass cases, and a grate or stove, which should be accommodated with a boiler for heating water for the stables, preparing mashes, steaming vegetables, and such like needful little jobs, as well as for keeping the leather of the saddles and harness from moulding and the steel work from rusting. In small stables, where to save space is an object, the harness-room may contain a folding bedstead, so that it can be used as a groom's sleeping apartment also.

There should also be to every well appointed stable a convenient feed-room, provided with binns, a proper size for which is four feet by two, and about two and a half to three in height, with lids and hasps, for containing oats, cut feed, corn, carrots, and green meat; and this room may, if required, contain the stairway to the hay-loft. The binns ought not to be less than six or eight in number, arranged on each side with a gangway between them, and if lined with zinc or tin, although it will cost a trifle more, in the first instance, it will be a saving in the long run, by preventing the waste by rats and mice, and the spoiling of what is not devoured by their nasty excrements.

There should be a good glass lantern, in a stable, hung from

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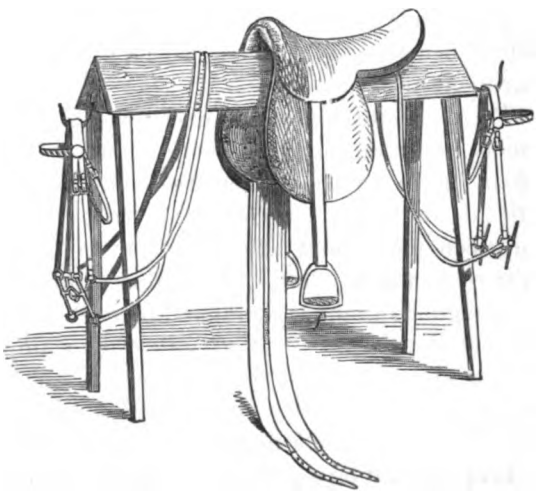
the ceiling, capable of holding two or more large candles, or an oil lamp, with a strong reflector, so as to afford ample light for night cleaning of late horses; and horn or globe-glass hand lanterns, for ordinary use. No candle should ever be carried into a stable uncovered, nor any smoking either of cigars or pipes allowed, as the smell is not agreeable to the horses, however it may be to the men, and there is always danger of their communicating fire to the straw.

When the iron ware, steel bits, stirrups, and such like implements of a stable are likely to be lying idle and out of use for some time, they may be preserved from rust by throwing them into a barrel of lime, which has been slacked some time before, and let to die; but I do not recommend the practice, as it encourages laziness and slovenly habits in grooms, which cannot be too strongly reprobated; and a harness-room never looks so well, or affords so much pride and satisfaction to a good servant as when it is full of well-cleaned saddles and harness, and resplendent with steel bits, stirrup-irons, curb-chains, spurs and hames all bright, shining and redolent of elbow grease—saddle benches may be fastened to the walls on high to save room, but when so situated the saddles are too apt to be out of sight out of mind, and to be covered with layers of deep dust.

The accompanying cut shows a neat and convenient stand or bench for saddles and bridles, to which a shelf may be added below, guarded by edges like a tray, for containing brushes, currycombs, chamois leathers, sponges, dusters, and such little needful appurtenances of the stable, as cannot be spared, and as ought to have,



each one, its proper place, in which it should be put away when done with, and found again when needed.

I now proceed to give the plans of three stables, with elevations and estimates, drawn under my instructions, and the elevations designed with great good taste according to his own ideas, by Mr. Ranlett, of New York, the well known and distinguished architect.

The first is for a coach-house and stabling for three or four horses, as may be desired, with harness room, servants' room, and hay loft and feed-rooms, above, designed for a town lot of 25 feet front by 44 in depth.

It is built with 12 inch walls of brick on the outer sides and partition walls of nine inches. It is paved with hard brick, laid edgewise in cement on a foundation of concrete sloping in all directions to the coverings of the drain mouths, which are of channelled and perforated flagstones, as described.

The second is for a small country stable.

The third is for a large stable for a gentleman's country seat.

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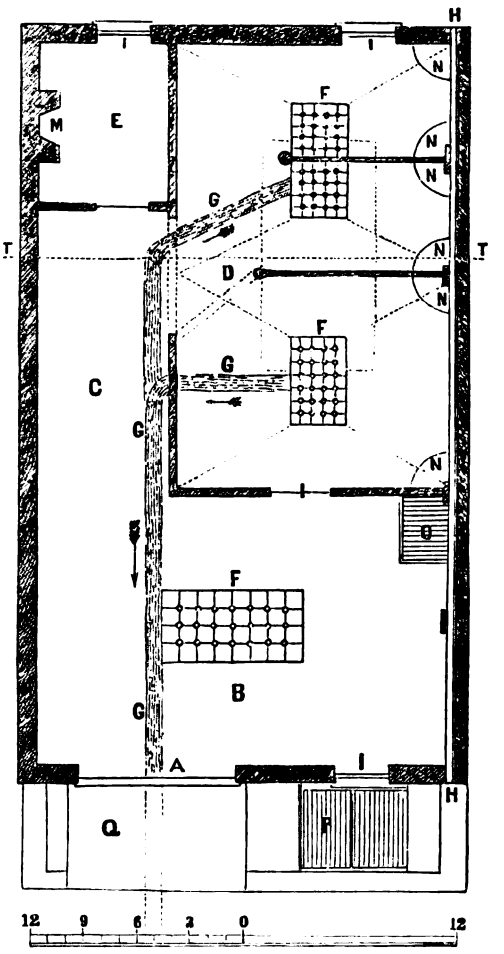
I.

CITY STABLE AND COACH HOUSE.

A, is the carriage entrance, ten feet in width, with a wooden platform or bridge-way over the grated area for litter, into which the drains empty.

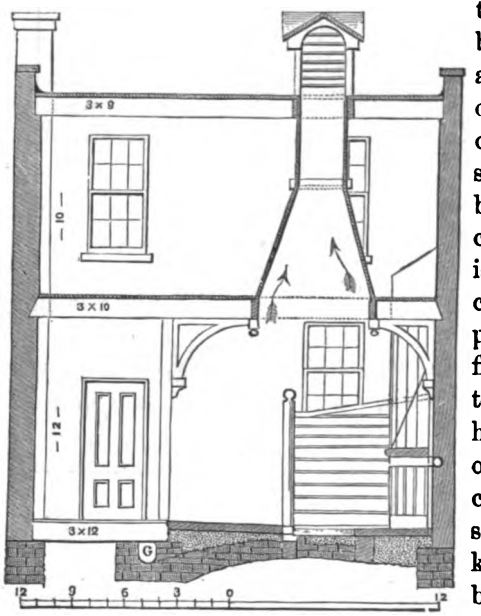
B, is the coach-house, twenty-three feet in width, by fifteen feet deep, in the clear, to be paved like the stables with a similar descent and perforated flagstone, for facilitating the washing of both carriages and horses under cover. The great width, twenty-three feet, will allow an ample space for the passage of the horses to the gangway C, leading to the stables, which is seven feet in width, lighted by the glass door, guarded with iron netting, of the harness room E, at the end. Within the coach house is a staircase, O, leading



Ground Plan.

into the hay-loft and servants' rooms, under which can be made a convenient closet for brooms, shovels, &c.

D, the stable, proper, is twenty-five feet deep by fifteen wide in the clear. Paved as described above. It is here represented as divided into a loose box, of fifteen feet by eleven and a half, in the clear, and two stalls of nine feet by six, also in the clear. The part round the exterior separated by dotted lines, shows the portion which is covered by the ceiling at twelve feet from the ground; the oblong within the lines is that which rises throughout to the roof and cupola above, allowing the egress of the heated air. This part may be either, simply, transversely firred out and ceiled on straight lines slanting to the ventilator, or prettily curved and domed according to the taste and means of the proprietor. In either case side lights can be let in to illuminate the hay-loft. It must be observed, that if it be desired to use this space, always, as a four-stalled stable, all that is necessary to do, is to take away the long division between the loose box and stalls, and to divide the former into two of the latter. If it be thought well to retain the box, with the power of converting it at pleasure into two stalls, all that is needed will be to have a socket filled by a movable stone plug at the edge of the flag drain cover, for the reception of a grooved stall post, which will bolt to the rafter of the ceiling over head, which is so arranged as to coincide exactly with its position. This can be fitted with grooved and tongued planking, lying horizontally, having its other extremities secured by two strips screwed to the wall, and kept in its place above by a similar grooved



Transverse Section T T on Plan.

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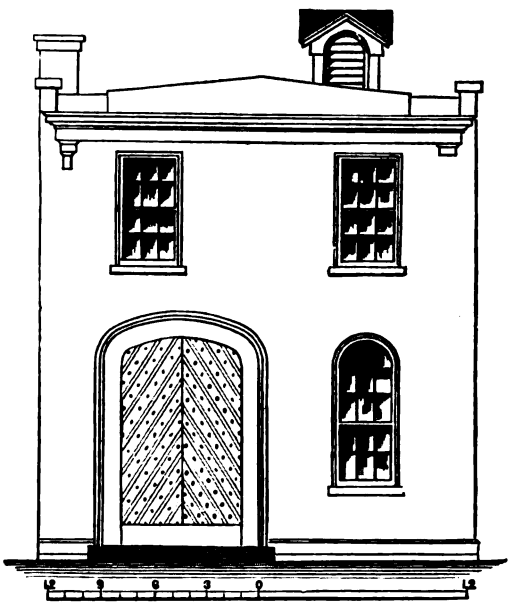
rider or cornice, fitting into a socket in the stall post and bolted to the wall.

The parts being prepared, when the stable is built, may be kept in the loft, and could be easily put up or taken down in half an hour. The extra rack and manger of iron, as described above, could be fastened up without difficulty.

E, is a harness-room with a fire-place, of nine feet by seven in the clear.

F, are flagstones covering the openings into the drains, channelled at six inches distance with intersecting grooves of an inch wide by half an inch deep, perforated with inch holes at the angles of intersection.



Elevation.

G, are covered drains with a fall in the directions of the arrow heads, leading into the area for litter, and guarded at the opening by flap valves, opening outward. They should be a foot wide and nine inches deep, with a fall of two inches to the yard.

H, is the air-pipe in the thickness of the wall, for introducing fresh atmospheric air into the stalls and boxes.

I, I, are two stable windows, the bottom seven feet from the floor, extending to the ceiling, with wire-gauze and shutters as described before.

M, a fire-place, above which a boiler with a cock and safety-valve for escape of steam, should be permanently fixed.

N, are the enamelled racks and mangers described above, of which separate representations are given on page 388.

O, is the stair to the loft

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P, grated area to contain litter, &c.

Q, is the bridgeway over it.

Annexed is the estimate, at which Mr. Ranlett considers that this stable can be built in good style, with all the requisite conveniences.

160	Cubic yds. excavations, at	$0 18	$28 80
950	" ft. stone work	0 18	171 00
45	Lin. " stone drain	0 60	27 00
65,500	Bricks in the walls	9 00	589 50
342	Super. ft. paving in concrete	0 60	205 20
35	Lin. ft. airie coping	0 40	14 00
80	" " wall "	0 30	24 00
1	Door sill, 8 ft.	0 80	6 40
7	Window sills	2 50	17 50
6	" lintels	3 50	21 00
65	Super. ft. channelled flagging	0 75	48 75
41	Lin. ft. iron air pipe	0 90	36 90
6	Racks and mangers	21 00	126 00
1	Plank bridge		5 00
22	Super. ft. iron grating	0 60	13 20
4810	Ft. timber	30 00	144 00
1440	Super. ft. floor	0 08	115 20
920	" " roof, plank and tin	0 16	247 20
25	Lin. ft. front cornice	1 25	31 25
136	Super. ft. stall division	0 18	24 48
297	" yds. plastering	0 25	74 25
	Staircase and closet		20 00
	Cupola ventilation, complete		40 00
490	Super. ft. side ceiling	0 06	29 40
1	Pair front doors, 70 ft.	0 30	21 00
1	Sash door and grating		15 00
1	Pair stall doors, 40 ft.	0 18	7 20
2	Doors in second story	10 00	20 00
1	Window, 15 lights, 12 x 18		20 00
6	Windows, 12 lights, 12 x 16	15 00	90 00
1	Window in partition		6 00
1	Mantle of wood		5 00
588	Super. ft. of oak wainscoting	0 12	70 56
	Painting—two coats, including the roof and brick front		
	Whole cost		$2394 76

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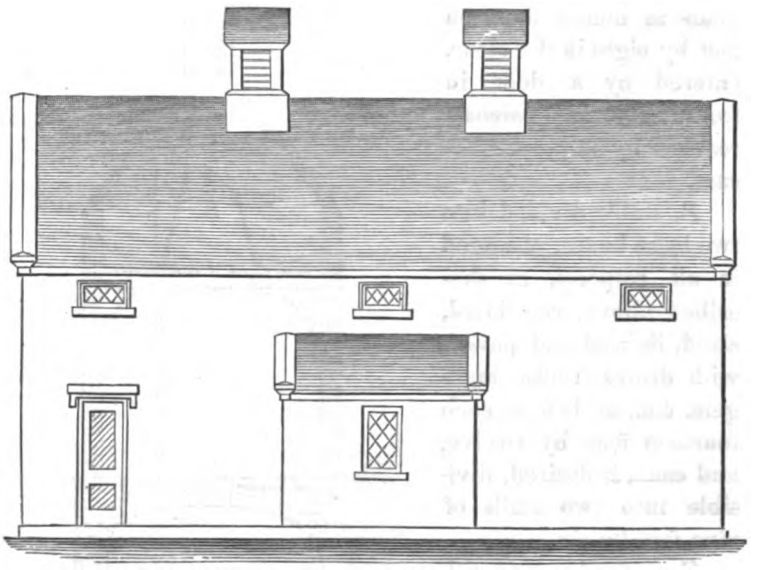
II.

SMALL COUNTRY STABLE

FOR PARTICULAR LOCATION.

The following plan represents the ground plan and elevation of a small country stable, built for a particular location, under the author's own supervision, and by his plan. It is a long parallelogram on a side hill, having a depth of forty-two feet by a width of fifteen over all. It is built of boards perpendicularly arranged, grooved and tongued, the joints covered with battens, and firred, lathed, and hard finished within, finished in all respects exactly as the stable described in the first instance.



Side Elevation.

It contains in the side hill, a vaulted carriage house, with root and coal-houses beyond it, built of field stone, arched in

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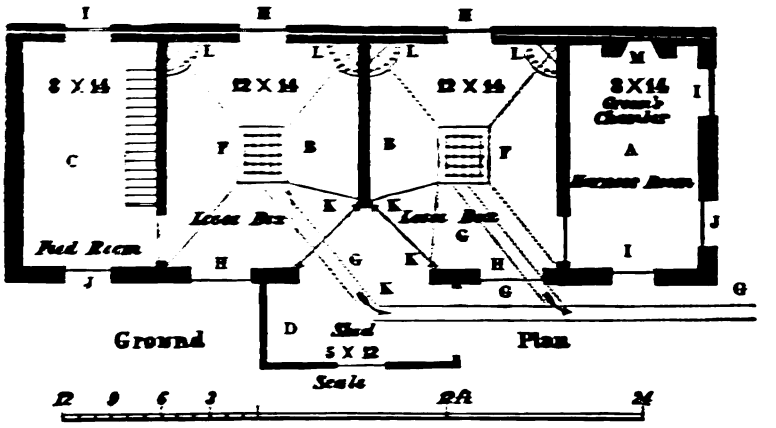
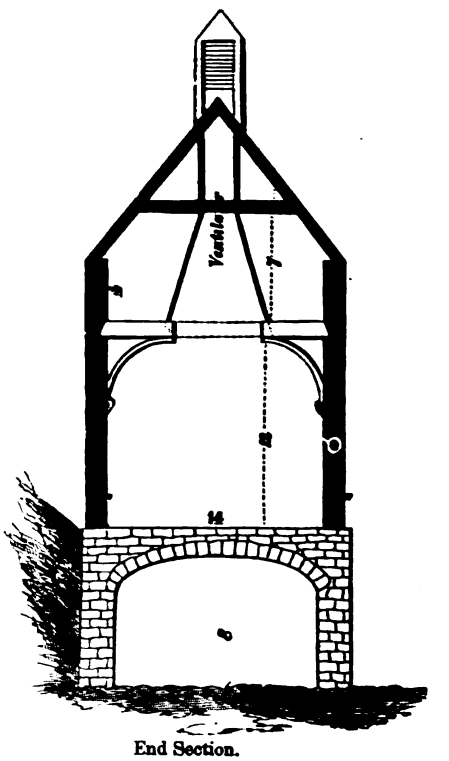


Ground Plan.

the basement; and above—the ground being level with the roof of the vault on the upper or left-hand side—we find A, the groom's chamber and harness-room, with fire-place as before, fourteen feet by eight in the clear, entered by a door in front, from a balcony reached by an outer staircase.

B, stable divided into two loose boxes, arranged in all respects, as described above, ventilated, aired, lighted and paved, with drains, racks, mangers, &c., as before, each fourteen feet by twelve, and each, if desired, divisible into two stalls of nine feet by six.

C, a feed-room, with binns described as above, and a ladder to the hay-loft.



End Section.

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D, a shed entry to render the stable warm in winter and cool in summer.

F, the flags covering the drains as before.

G, the drains as before.

H, H, H, H, windows, as before, eight feet from the ground, extending to the ceiling, twelve feet high.

H, air-pipe and as before.

I, I, windows to groom's chamber and feed-room.

J, J, doors to ditto.

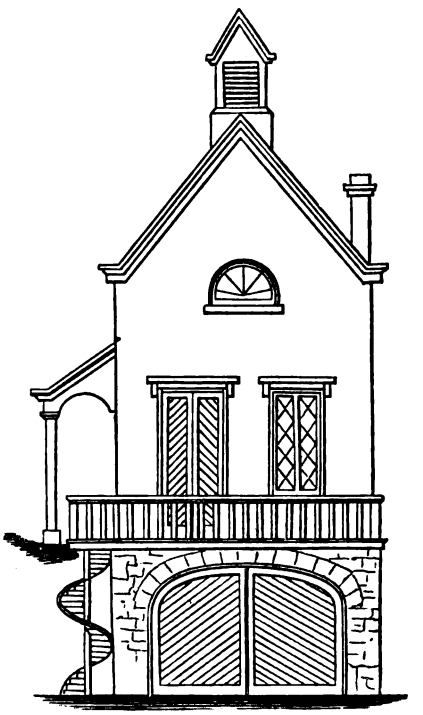
K, K, doors, perpendicularly divided, to the stable and both the boxes, all opening outwards.

L, L, L, L, racks and mangers as before, all of enamelled iron.

M, fire-place with boiler.

Wire-net outside all the windows. Sashes sliding up and down in the wall, with inside Venetian shutters.

Box casings, doors, &c., two-inch oak plank. Instead of the cupola on the plan, substitute Collins' patent ventilators, as on page 387.



End Elevation.

This is a perfect little gem of a stable, for a single man keeping a groom and one pair of horses, and cannot, I think, by any possibility be improved.

The ground plan, section, &c., of this stable are drawn for brick outside walls and first story partitions; the former 12 inches thick, and the latter 9 inches. Estimates are made for both brick and wood; the bricks are estimated at $8 per 1,000, laid in the walls, which can be done when the first cost of the

419

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bricks are but $4 50 per 1,000. The basement is the same, whether built of brick or wood.

Annexed is the estimate of its cost in detail.

125	Yds. excavation, at	$0 18	$22 50
2790	Cubic ft. stone work	0 18	502 20
50	Lin. ft. Stone drain	0 60	30 00
46,000	Bricks laid in the walls	9 00	414 00
336	Super. ft. paving, in concrete	0 25	84 00
21	Super. ft. channelled flagging	0 75	15 75
206	Super. yds. plastering	0 25	51 50
12	Window sills	2 50	30 00
2	Door "	4 50	9 00
4	Window lintels	3 50	14 00
2	Door "	5 00	10 00
42	Lin. ft. air pipe	0 90	37 80
4	Racks and mangers	21 00	84 00
1308	Super. ft. shingle roof	0 12	156 96
70	Lin. " gable cornice	0 30	21 00
96	Lin. ft. eave cornice	0 25	24 00
2	Ventilating cupolas	30 00	60 00
442	Super. ft. ventilator lining	0 06	26 52
3286	Feet timber	0 03	98 58
8	Ventilator brackets	0 75	6 00
6	Attic windows	7 00	42 00
4	First story windows	21 00	84 00
2	Gable "	20 00	40 00
1	Shed "		12 00
2	Partition windows	6 00	12 00
2	Outside doors	10 00	20 00
2	Inside "	10 00	20 00
2	Pairs stall "	7 50	15 00
	Step ladder		6 00
	Mantle		3 00
746	Super. ft. 1¼ floor	0 08	59 68
532	" " oak wainscoting	0 12	63 84
	Painting wood work only		60 00
	Whole cost, with brick walls and partitions		$2139 33

With wood outside uprights and stud partitions inside, instead of brick walls and partitions, the cost will be:

1182	Ft. timber (added)	$35 00	$41 37
2068	" 3 x 4 studding	35 00	72 38
2088	Super. ft. siding and battens	0 08	167 04
	Additional painting		70 00
			350 79
	Balance, deducting 46,000 bricks,		1725 33
	Whole cost		$2076 12

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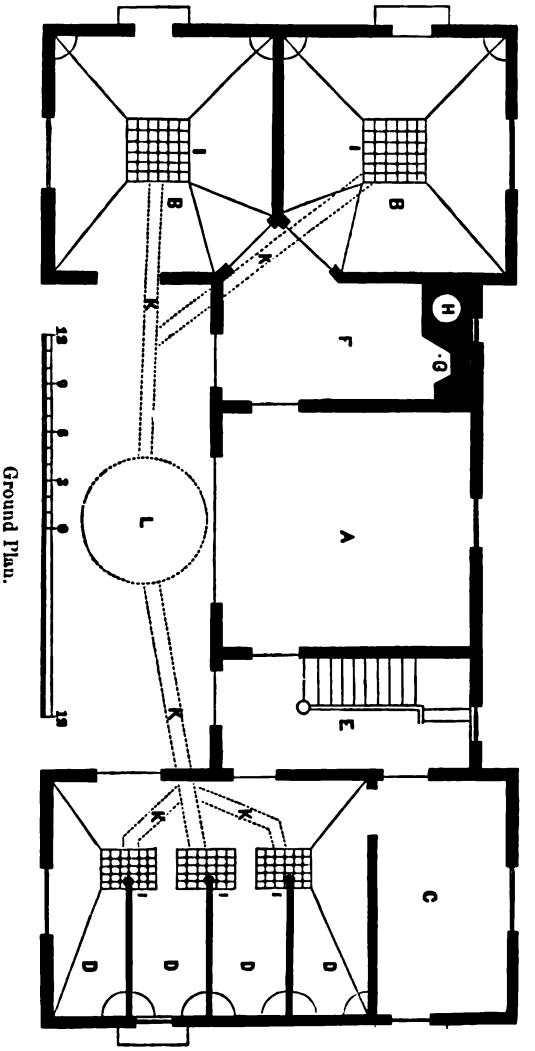
III.

LARGE COUNTRY STABLE.

The following plans represent a far larger and more ambitious establishment; consisting of a *corps de logis*, or main body,



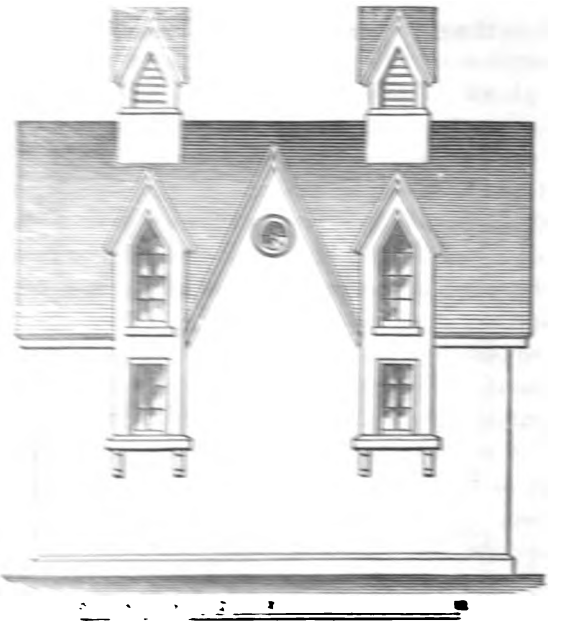
Ground Plan.

of sixty feet in the clear inside length, with two wings, projecting anteriorly, measuring internally thirty feet in the clear, in depth, by fifteen in width.

The right wing contains a four stalled stable, D, D, D, D, with stalls six feet by nine, fitted in all respects as those described in the other stable plans already given, and behind it a harness-room, C, with a fire-place of fifteen feet by eight.

The left wing contains two loose boxes, B, B, exactly similar to those described heretofore, of fifteen feet each square.

The stable and loose boxes are both entered by doors opening exactly as previously described into two outer gangways, E and F, of eight feet width; in the rear of one of which is a stairway to the loft; and of the other a fire-place, G, and boiler, H, for cooking vegetables, warming water, and the like.



End Elevation.

In the centre of the main building is a carriage-house, A, sixteen feet by fifteen in the clear.

In the middle of the paved court between the wings, is a cesspool, I, covered with a solid movable lid, like that of a hay

scale, into which all the drains, K, K, K, from the gratings, I, I, I, discharge themselves.

Above the stables and loose boxes are lofts for hay and feed, through which rise the domes or air passages to the ventilating cupolas on the roof.

And over the centre building are servants' rooms, lighted with dormer windows, and having a place for a clock in the centre, if desired.

This building may be either plainly made of timber, or erected with great architectural ornament and beauty, if desired.

It is to be understood that one description of the interior arrangements will answer for all, as I hold that these are invariable; and, without desiring to be vainglorious, I believe that these plans, with the air-tubes and ventilating apparatus, are the best that have ever been designed, while perfectly practical and easy of application to any situation in town or country.

The plates on pages 388 and 389, show the form of the racks, mangers, and closets recommended under them, for the stowing away of implements and apparatus, which it is believed will be found both convenient and of real utility; and that on page 390, shows the transverse section of the air-pipe and perforations for leading the air into all the stables above described and represented, at the heads of the horses and contiguous to their nostrils.

I have bestowed much thought and time on the construction, arrangement, and ventilation of these plans, which are, in all senses, purely my own; though I have been ably seconded by the skill of my friend Mr. Ranlett, whose beautiful and artistic drawings and elevations cannot fail, I think, to give general satisfaction.

I have the pleasure of knowing that one or two stables, according to some of these plans, will be erected this summer, and I shall be more than amply recompensed if they meet sufficient approbation to be largely adopted, as I feel confident, beyond a peradventure, that they will do much for the comfort, health, well-doing, and relief from sufferings to which he is too often needlessly subjected, of that excellent friend and servant of man, the good and noble horse.

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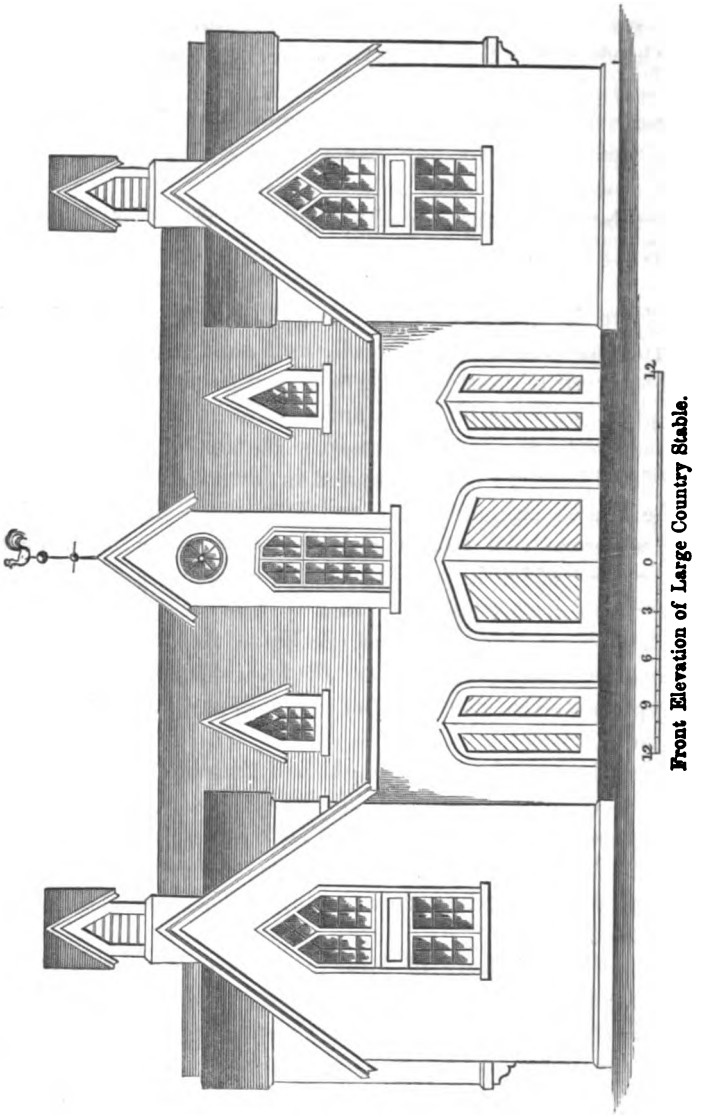

Front Elevation of Large Country Stable.

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The following is the probable estimate of cost in detail;—

79	Cubic yds. excavation - - at	$0 15	$11	87
1420	Ft. stone work -	0 15	213	00
4600	Bricks in chimney and cistern - -	12 00	55	20
682	Super. ft. paving in concrete - -	0 60	409	20
68	Super. ft. channel flagging - -	0 75	51	00
60	Lin. ft. stone drain -	0 60	36	00
11	Mangers and racks -	21 00	231	00
10,113	Ft. timber - -	30 00	303	39
5840	" studding - -	30 00	165	20
4130	Siding - - -	0 08	330	40
3390	Super. ft. shingle roof	0 12	406	80
312	Lin. ft. gable cornice	0 45	140	40
104	" " eave "	0 40	41	60
1920	Super. ft. floors -	0 08	153	60
	Stairs - - -		25	00
62	Lin. ft. air pipe -	0 25	15	50
216	Super. ft. stall divisions - - -	0 18	38	88
1330	Super. ft. oak wainscoting - -	0 12	159	60
1	Pair large double doors		25	00
4	Outside single doors	12 00	48	00
3	Pairs stall doors -	8 00	24	00
9	Inside doors - -	8 00	72	00
4	Large gable windows	9 50	38	00
1	Large front dormer -		32	00
4	End lower dormers -	9 00	36	00
4	" upper " -	12 00	48	00
8	Dormer windows -	8 00	64	00
3	Circular " -	6 00	18	00
3	Ventilating cupolas -	40 00	120	00
720	Super. ft. ventilator lining - . -	0 06	43	20
12	Ventilator brackets -	0 75	9	00
674	Super. yds. plastering	0 25	368	50
140	Lin. ft. 12 in. base -	0 10	14	00
	Painting all the wood work, except floors and roof - -		320	00
	Whole cost - -		$4067	34
	With brick walls and partitions, instead of wood — whole cost - - -		$4643	80

STABLE MANAGEMENT,

GROOMING, FEEDING, CONDITIONING.

The step is natural and immediate from the dwelling and quarters of the horses to the manner of lodging, bedding, clothing, feeding, caring for and conditioning the animals for which we have provided habitations.

All the instructions under this head are taken from one or two English works of the highest authority; Stewart's Stable Economy, Harry Hieover's Practical Horsemanship, and The Pocket and the Stud, and the diseases and medical treatment of the animal, from the latter author, and from the Appendix, to Youatt on the Horse, with such modifications, as experience has suggested to me as expedient to adapt them to the circumstances of this climate and country, and as are needed to correct errors and misappliances, here, of not unfrequent occurrence.

It will, perhaps, at first appear surprising to my readers, that I should have preserved, unaltered, all that relates to the feeding and conditioning of hunters, when, with few exceptions, no such class of animals exists in America; but the fact is, that the condition required for the hunter is precisely that necessary for the fast, high-bred, hard-worked trotter, to put him in his best form for doing severe work as to speed and distance; and the method by which to put both animals into that condition is identical.

All, therefore, that needs to be added, is this, that wherever the hunter is mentioned, the directions are to be held to apply

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to the fast or match trotter; when the hackney is named they will be taken as applying to the slower horse of all work.

In regard to grooms and stable servants, a few words are necessary.

This is the rarest and most difficult class of servants to obtain, in any country, and in this difficult above all others.

In fact, unless the horse owner is himself capable of directing and enforcing the performance of his orders, the chances of his stables being well regulated, are small, indeed.

The ignorance or the knowingness of stable servants are equally annoying, but the latter is probably the more dangerous; since close watching may prevent slovenly grooming, teach the right way of doing things, and enforce cleanliness and industry, but when a self-conceited, opinionated blockhead takes to giving nostrums, in secret, and playing the veterinary surgeon, there is no end to the mischief he may do, and no easy means of detecting or arresting it, until the evil is done and irretrievable.

Of all grooms, probably, the American is the best, when he will condescend to accept the condition of a servant; for he is naturally fond of the horse, and inclined to bestow pains on him; he is not apt to be lazy, or to spare his labor; he is intelligent, ready, quick to learn, and rarely opinionated, or obstinate. However, the case is so very rare of a native American being found willing to enter service, that he may be considered out of the question.

The Englishman, who has been brought up in racing or hunting stables, is, if steady, sober and industrious, an undeniable groom. But the best men can command such good situations and high wages at home, that they rarely emigrate. When they do, the fatal cheapness of liquor and the prevalent custom of dram-drinking, to which in their own beer and porter-loving country, they are not generally used, too often corrupt them, and they become slovenly, idle and worthless. It must be added, that if they be really good men, they are frequently so conceited, opinionated, and fond of their own way, that they will not obey their employer, unless they have come to the irresistible conclusion that he knows more about the horse, than they do themselves.

Of Irishmen—I have heard tell that, in their own country,

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they make good grooms. If so, they keep all that are made good at home. I never saw a passable one, and consider them of all nations the least apt to the horse. They never possess methodical habits—than which no one thing is so indispensable to a well-kept stable—they are almost always slovenly, untidy, and quick, almost to a miracle, in concealing faults, shirking duties, and escaping blame. Generally ignorant, they are as generally obstinately conceited, and resolute in doing what they choose to consider best, in spite of remonstrance or positive orders. They are, moreover, too often cruel, and almost always rough and brutal to the beasts under their charge. For whatever else I might take an Irishman, I would have him, as a groom, at no price.

Frenchmen and some Germans—Hanoverians and Prussians, especially, make good stable servants, though they have not the intelligent quickness of the American, or the natty knowingness of the English groom. They are patient, industrious, very methodical, and the Germans, especially, exceedingly fond of and attentive to the beasts in their charge. One may do worse than have a French or German groom.

There is another class, here, the negro, who makes in some respects, a good stable servant. He will probably not be free from the national defects of his race; he will, likely enough, be lazy if not closely looked after, will lie a good deal, do some small pilfering, and, now and then, get drunk. But he habitually loves the horse, and is proud of his appearance; and will, perhaps, work more faithfully on him than on any thing else. He is almost invariably good-natured, and I have observed that horses become more attached to negroes, than to any other servants.

If a master is willing to look after his horses a little, and after his man a good deal, he may do many more unwise things than to get a smart, steady, cleanly and intelligent man of color in his stables.

If he will not look after things himself, but expects them to go on rightly without him, he will soon find that they will go one way only, and that way is to the bad—from whatever country he may select his groom, in the United States.

The duties of the groom, considered in relation to time,

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usually commence at half-past five or six in the morning Sometimes he must be in the stable much earlier, and sometimes he need not be there before seven. It depends upon the time the stable is shut up at night, the work there is to do in the morning, and the hour at which the horse is wanted. When the horse is going out early and to fast work, the man should be in the stable an hour before the horse goes to the road. In general he arrives about six o'clock, gives the horse a little water, and then his morning feed of grain. While the horse is eating his breakfast, the man shakes up the litter, sweeps out the stable, and prepares to dress the horse, or take him to exercise. In summer, the morning exercise is often given before breakfast, the horse getting water in the stable, or out of doors, and his grain upon returning. In winter, the horse is dressed in the morning, and exercised or prepared for work in the forenoon. He is again dressed when he comes in; at mid-day he is fed. The remainder of the day is occupied in much the same way, the horse receiving more exercise and another dressing; his third feed at four, and his fourth at eight. The hours of feeding vary according to the number of times the horse is fed. Horses for fast and hard work should be fed five times a-day during the hunting season. The most of saddle-horses are fed only three. The allowance of grain for all working-horses should be given in at least three portions, and when the horse receives as much as he will eat, it ought to be given at five times. These should be distributed at nearly equal intervals. When the groom is not employed in feeding, dressing, and exercising the horse, he has the stable to arrange several times a day, harness to clean, some of the horses to trim, and there are many minor duties which he must manage at his leisure. The stable is usually shut up at night about eight o'clock, when the horse is eating his supper.

Dressing before Work.—To keep the skin in good order, the horse must be dressed once every day, besides the cleaning, which is made after work. This dressing is usually performed in the morning, or in the forenoon. It varies in character, according to the state of the skin and the value of the horse. The operation is performed by means of the brush, the currycomb,

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and the wisp, which is a kind of duster, made of straw, hay, matting, or horse-hair.

The brush, composed of bristles, and varying in size to suit the strength of the operator, removes all the dust and furfuraceous matter lodged at the roots of the hair, and adhering to its surface. It also polishes the hair, and when properly applied, the friction probably exerts a beneficial influence upon the skin, conducive to health, and to the horse's personal appearance.

The currycomb is composed of five or six iron combs, each having short small teeth; these are fixed on an iron back, to which a handle is attached. There is also one blade, sometimes two, without teeth, to prevent the combs from sinking too deep. The currycomb serves to raise and to separate the hairs that are matted together by perspiration and dust, and to remove the loose mud. Like the brush, it may also stimulate the skin, and have some effect upon the secretions of this organ; but except among thick, torpid-skinned, long-haired horses, it is too harsh for this purpose. In grooming thoroughbred, or fine-skinned horses, its principal use is to clean the dust from the brush, which is done by drawing the one smartly across the other.

The wisp is a kind of duster. It removes the light dust and the loose hairs not taken away by the brush; it polishes the hair and makes the coat lie smooth and regular. The brush penetrates between the hairs and reaches the skin, but the wisp acts altogether on the surface, cleaning and polishing only those hairs, and those portions of hairs, which are not covered by others. Applied with some force, the wisp beats away loose dust lodged about the roots. It is often employed to raise the temperature of the skin, and to dry the hair when the horse is cold and wet. In many stables the currycomb and the wisp form the principal, or the only instruments of purification.

Valuable horses are usually dressed in the stable. The groom tosses the litter to the head of the stall, puts up the gangway bales, turns round the horse, to have his head to the light, removes the breast-piece, and hood, when a hood is worn; he takes away the surcingle and folds back the quarter-piece, but does not remove it entirely. It keeps the dust off the horse.

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With the brush in his left hand, and the currycomb in his right, he commences on the left side of the horse, and finishes the head, neck, and fore quarter; then his hands change tools, and he performs the like service on the right side. The head requires a deal of patience to clean it properly; the hairs run in so many different directions, and there are so many depressions and elevations, and the horse is often so unwilling to have it dressed, that it is generally much neglected by bad grooms. The dust about the roots, upon the inside and the outside of the ears, is removed by a few strokes of the brush, but the hair is polished by repeatedly and rapidly drawing the hands over the whole ear. The process is well enough expressed by the word *stripping*. Having finished the fore part of the horse the groom returns his head to the manger, and prepares to dress the body and the hind quarters. A little straw is thrown under the hind feet to keep them off the stones; the cloths are drawn off, and the horse's head secured. The cloths are taken to the door, shook, and in dry weather exposed to the air, till the horse is dressed. After the brushing is over, every part of the skin having been entirely deprived of dust, and the hair polished till it glistens like satin, the groom passes over the whole with a wisp, with which, or with a linen rubber, dry or slightly damped, he concludes the most laborious portion of the dressing. The cloths are brought in, and replaced upon the horse. His mane, foretop, and tail, are combed, brushed, and, if not hanging equally, damped. The eyes, nostrils, muzzle, anus, and sheath, are wiped with a damp sponge; the feet are picked out, and perhaps washed. If the legs be white, and soiled with urine, they require washing with warm water and soap, *after which they are rubbed till dry*. When not washed, the legs are polished partly by the brush and the wisp, but chiefly by the hands. The bed and the stable being arranged, the horse is done up for the morning.

Is is not an easy matter to dress a horse in the best style. It is a laborious operation, requiring a good deal of time, and with many horses much patience and dexterity. Ignorant and lazy grooms never perform it well. They confine themselves to the surface. They do more with the wisp than with the brush. The horse when thus dressed may not look so far amiss, but

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upon rubbing the fingers into the skin they receive a white, greasy stain, never communicated when the horse has been thoroughly dressed.

All horses, however, cannot be groomed in this manner. From strappers, carters, farm-servants, and many grooms, it must not be expected. Such a dressing is not of great service, at least it is not essential to the horses they look after, nor is it practicable if it were. The men have not time to bestow it.

The horse may be dressed in the stable or in the open air. When weather permits, that is, when dry and not too cold, it is better for both the horse and his groom that the operation be performed out of doors. When several dirty horses are dressed in the stable at the same time, the air is quickly loaded with impurities. Upon looking into the nostrils of the horse, they are found quite black, covered with a thick layer of dust. This is bad for the lungs of both the horse and the man. I suppose it is with the intention of blowing it away that stablemen are in the habit of making a hissing noise with the mouth. The dust, besides entering, and probably irritating the nostrils, falls upon the clean horses, the harness, and every thing else. Racers and other valuable horses are almost invariably dressed in the stable, and there they are safest. They have little mud about them—and from frequent grooming and constantly being clothed,l ittle dandruff in, or dust on their hair—to soil the stable.

Inferior stablemen sometimes dress a horse very wretchedly. That which they do is not well done, and it is not done in the right way. They are apt to be too harsh with the currycomb. Some thin-skinned horses cannot bear it, and they do not always require it. It should be applied only when and where necessary. This instrument loosens the mud, raises and separates the hair; and when the hair is long, the comb cuts much of it away, especially when used with considerable force. It is not at all times proper to thin a horse's coat suddenly, and, when improper, it should be forbidden. Having raised and separated the hair, the comb should be laid aside. To use it afterward is to thin the coat; and in general, if the coat be too long, it should be thinned by degrees, not at two or three, but at ten or twelve thinnings. Then, the currycomb has little to do about

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the head, legs, flanks, or other parts that are bony, tender, or thinly covered with hair. When used in these places it should be drawn in the direction of the hairs, or obliquely across them, and lightly applied. The comb is often too sharp. For some horses it should always be blunt. The horse soon shows whether or not it is painful to him. If the operation be absolutely necessary, and cannot be performed without pain, the pain must be suffered. But it is only in the hand of a rude or unskilful groom that the comb gives any pain. Some never think of what the horse is suffering under their operations. They use the comb as if they wanted to scrape off the skin. They do not apparently know the use of the instrument. Without any regard to the horse's struggles, they persist in scratching and rubbing, and rubbing and scratching, when there is not the slightest occasion for employing the comb. On a tender skin, the comb requires very little pressure; it should be drawn with the hair, or across it, rather than against it, and there should be no rubbing. The pain is greatest when the comb is made to pass rapidly backward and forward several times over the same place. It should describe a sweeping, not a rubbing motion.

For some tender horses even the brush is too hard. In the flank, the groin, on the inside of the thigh, there can be little dust to remove which a soft wisp will not take away, and it is needless to persist in brushing these and similar places when the horse offers much resistance. In using it about the head or legs, care must be taken not to strike the horse with the back of the brush. These bony parts are easily hurt, and after repeated blows the horse becomes suspicious and troublesome. For thin-skinned, irritable, horses the brush should be soft, or somewhat worn.

Where the currycomb is used too much, the brush is used too little. The expertness of a groom may be known by the manner in which he applies the brush. An experienced operator will do as much with a wisp of straw as a half-made groom will do with the brush. He merely cleans, or at the very most polishes the surface, and nothing but the surface. The brush should penetrate the hair and clean the skin, and to do this it must be applied with some vigor, and pass repeatedly over the same place. It is oftenest drawn along the hair, but some-

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times a cross and against it. To sink deeply, it must fall flatly and with some force, and be drawn with considerable pressure.

When the horse is changing his coat, both the brush and the currycomb should be used as little and lightly as possible. A damp wisp will keep him tolerably decent till the new coat be fairly on, and it will not remove the old one too fast.

The ears and the legs are the parts most neglected by untrained grooms. They should be often inspected, and his attention directed to them. White legs need to be often washed with soap and water—and hand-rubbed—and all legs that have little hair about them require a good deal of hand-rubbing. White horses are the most difficult to keep, and in the hands of a bad groom they are always yellow about the hips and hocks. The dung and urine are allowed so often to dry on the hair that at last it is dyed, and the other parts are permitted to assume a dingy, smoky hue, like unbleached linen.

Dressing vicious Horses.—A few horses have an aversion to the operations of the groom from the earliest period of their domestication. In spite of the best care and management, they continue to resist grooming with all the art and force they can exert. This is particularly the case with stallions, and many thoroughbred horses not doing much work. But a great many horses are rendered vicious to clean by the awkwardness, timidity, or folly of the keeper. An awkward man gives the horse more pain than ought to attend the operation; a timid man allows the horse to master him; and a mischievous fellow is always learning him tricks, teaching him to bite, or to strike in play, which easily passes into malice.

Biting may be prevented by putting on a muzzle, or by tying the head to the rack, or to the ring outside of the stable. When reversed in the stall, the head may be secured by the pillar-reins. A muzzle often deters a horse from attempting to bite, but some will strike a man to the ground though they cannot seize him. These must be tied up. Many harness-horses are perfectly quiet while they are bridled, and it is sufficient to let the bridle remain on, or to put it on, till they be dressed. Others again are quite safe when blindfolded. Kicking horses are more dangerous than biters. A great many strike out, and are apt to injure an awkward groom; yet they are not so bad

but an expert fellow may manage them, without using any restraint. A switch held always in the hand, in view of the horse, and lightly applied, or threatened when he attempts to strike, will render others comparatively docile. A few permit their hind quarters to be cleaned while their clothes are on. Some there are, however, that cannot be managed so easily. They strike out, those especially that lead idle lives, so quickly and so maliciously, that the groom is in great danger, and cannot get his work properly performed. There are two remedies —the arm-strap and the twitch. Where another man cannot be spared to assist, one of the fore legs is tied up; the knee is bent till the foot almost touches the elbow, and a broad buckling-strap is applied over the forearm and the pastern. The horse then stands upon three legs, and the groom is in no danger of a kick. Until the horse is accustomed to stand in this way, he is apt to throw himself down; for the first two or three times the leg should be held up by a man, rather than tied with a strap. The horse should stand on a thick bed of litter, so that he may not be injured should he fall. In course of time he may perhaps become quieter, and the arm-strap may be thrown aside. It should not be applied always to the same leg, for it produces a tendency to knuckling over the pastern, which, in a great measure, is avoided by tying up each leg alternately, the right to-day, the left to-morrow. Even the arm-strap will not prevent some horses from kicking; some can stand on two legs, and some will throw themselves down. The man must just coax the horse, and get over the operation with as little irritation as possible. Upon extraordinary occasions the twitch may be employed, but it must not be applied every day, otherwise the lip upon which it is placed becomes inflamed, or palsied. When restraint must be resorted to, the man should be doubly active in getting through his work, that the horse may not be kept for a needless length of time in pain. He may, in some cases, give the horse a very complete dressing when he is fatigued, and not disposed to offer much resistance.

Irritable, high-bred horses, often cut and bruise their legs when under the grooming operations. They should have boots, similar to those used against speedy cutting.

Utility of dressing.—It improves the horse's appearance; it

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renders the coat short, fine, glossy, and smooth. The coat of a horse in blooming condition is always a little oily. The hair rejects water. The anointing matter which confers this property is secreted by the skin, and the secretion seems to be much influenced by good grooming. Slow-working horses often have skins which a fox-hunter would admire, although they may be receiving very little care from the groom. But the food of these horses has a good deal to do with the skin, and their work is not of that kind which impairs the beauty of a fine glossy coat. They drink much water, and they get warm boiled food every night. They do not often perspire a great deal, but they always perspire a little. Fast-working horses have hard food, a limited allowance of water; and every day, or every other day, they are drenched in perspiration, which forbids constant perspiration, and which carries off, or washes away the oily matter. Hence, unless a horse that is often and severely heated, be well groomed, have his skin stimulated, and his hair polished by the brush, he will never look well. His coat has a dead, dim appearance, a dry, soft feel. To the hand the hair feels like a coarse, dead fur; the most beautiful coat often assumes this state in one or two days. Some horses always look ill, and no grooming will make them look well; but all may be improved, or rendered tolerably decent, except at moulting time. Dressing is not the only means by which the coat is beautified. There are other processes, of which I shall speak presently.

Among stablemen, dressing is performed only for the sake of the horse's personal appearance. They are not aware that it has any influence upon health, and therefore they generally neglect the skin of a horse that is not at work. In the open fields, the skin is not loaded with the dust and perspiration which it contracts in the stable, or loose box; and all the cleaning it obtains, or needs, is performed by the rain, and by the friction it receives when the horse rolls upon the ground, or rubs himself against a tree. He comes home with a very ugly and a very dirty coat, but the skin is cleaner than if the horse had been all the time in a stable.

Want of dressing, whether it affect the general health or not, produces lice and mange. Mange may arise from causes independent of a neglected skin, but it very rarely visits a well

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groomed horse. Bad food or starvation has something to do in the production of lice; but the want of dressing has quite as much, or more. It is the business of the stableman to prevent mange, so far as prevention is possible. Its treatment belongs to the veterinarian, and need not be here described. But it is the groom's duty both to prevent and cure lousiness.

Lice may accumulate in great numbers before they are discovered. Sometimes they are diffused all over the skin; at other times they are confined to the mane, the tail, and parts adjacent. The horse is frequently rubbing himself, and often the hair falls out in large patches. There are many lotions, powders, and ointments, for destroying lice. Mercurial ointments, lotions of corrosive sublimate and decoctions of tobacco, are so dangerous that they never should be used. Refuse oil or lard, rubbed on a lousy beast of any kind, immediately destroys the vermin, and there is no danger to be apprehended from this application. It merely occasions the hair being shed earlier in the spring, and requires a little extra attention in housing such animals as have been affected. Vinegar, mixed with three times its bulk of water, is also a good application, and not dangerous. It is more irritating, but the irritation soon subsides and does not sicken the horse; tobacco often will. Next day the skin should be examined, and wherever there is any sign of living vermin, another application should be made. Two days afterwards the horse should be washed with soapy water, warm, and applied with a brush that will reach the skin without irritating it.

In many cases, none of these remedies are necessary. It is sufficient to wash the horse all over with soapy water. Black soap is better than any other. It need not, and should not be rubbed upon the skin. It may be beat into the water till it forms a strong lather, and that should be applied with a brush and washed off with clean warm water. Care must be taken that the horse do not catch cold. He should be thoroughly washed, but dried as quickly as possible, and get a walk afterward if the weather be favorable.

The cloths should be dipped into boiling water, and the inside of the saddle wet with the sublimate lotion. The litter should all be turned out, and burned, or buried where swine,

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dogs, or poultry, will not get among it. If it cannot be easily removed without scattering it across the stable or yard, a solution of quicklime may be dashed over it, before it is taken from the stall.

Dressing after Work.—This operation varies according to many circumstances; it is influenced by the kind of horse, the state and time in which he arrives at the stable. Slow-working horses merely require to be dried and cleaned; those of fast work may require something more, and those which arrive at a late hour are not usually dressed, as they would be by coming home earlier. The principal objects in dressing a horse after work are to get him dry, cool, and clean. It is only, however, in stables tolerably well regulated, that these three objects are aimed at or attainable. Carters, and other inferior stablemen, endeavor to remove the mud which adheres to the belly, the feet, and the legs, and they are not often very particular as to the manner in which this is done. If a pond or river be at hand, or on the road home, the horse is driven through it, and his keeper considers that the best, which I suppose means the easiest, way of cleaning him. Others, having no such convenience, are content to throw two or three buckets of water over the legs. Their only way of drying the horse is by sponging the legs, and wisping the body, and this is generally done as if it were a matter of form more than of utility. There are some lazy fellows who give themselves no concern about dressing the horse. They put him in the stable, wet and dirty as he comes off the road; and after he is dry, perhaps he gets a scratch with the currycomb, and a rub with the straw wisp. Fast-working horses require very different treatment. The rate at which they travel renders them particularly liable to all those diseases arising from or connected with changes of temperature. In winter, the horse comes off the road, heated, wet, and bespattered with mud; in summer, he is hotter, drenched in perspiration, or half dry, his coat matted, and sticking close to the skin. Sometimes he is quite cool, but wet, and clothed in mud. The treatment he receives cannot be always the same. In summer, after easy work, his feet and legs may be washed and dried, and his body dressed in nearly the same manner that it is dressed before work. The wisp dries the places that are moist with

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perspiration, the currycomb removes the mud, and the brush polishes the hair, lays it, and takes away the dust. The dressing in such a case is simple, and soon over, but it is all the horse requires. When drenched in rain or perspiration, he must be dried by means of the scraper, the wisp, and evaporation; when heated, he must be walked about till cool, and sometimes he may be bathed, that he may be both cooled and cleaned.

SCRAPING.—The scraper is sometimes termed a sweat-knife. In some stables it is just a piece of hoop iron, about twenty inches long, by one and a half broad; in the racing and hunting stables it is made of wood, sharp only on one edge, and having the back thick and strong. When properly handled, it is a very useful instrument. The groom, taking an extremity in each hand, passes over the neck, back, belly, quarters, sides, every place where it can operate; and with a gentle and steady pressure, he removes the wet mud, the rain, and the perspiration. Fresh horses do not understand this, and are apt to resist it. A little more than the usual care and gentleness at the first two or three dressings, render them familiar with it. The pressure applied must vary at different parts of the body, being lightest where the coat and the skin are thinnest. The scraper must pass over the same places several times, especially the belly, to which the water gravitates from the back and sides. It has little or nothing to do about the legs; these parts are easily dried by a large sponge, and are apt to be injured by the scraper. This operation finished, the horse, if hot, must be walked about a little, and if cool, he must be dried.

WALKING A HEATED HORSE.—Every body knows that a horse ought not to be stabled when perspiring very copiously after severe exertion; he must not stand still. It is known that he is likely to catch cold, or to take inflamed lungs, or to founder. By keeping him in gentle motion till cool, these evils are prevented. This is all that stablemen can say about it, and perhaps little more can be said with certainty. We must go a little deeper than the skin, and consider the state of the internal organs at the moment the horse has finished a severe task. The action of the heart, the blood-vessels, the nerves, and perhaps other parts, has been greatly increased, to correspond with the extraordinary action of the muscles, the instruments of motion.

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The circulation, once excited, does not become tranquil the moment exertion ceases. The heart, and other internal organs which act in concert with the heart, continue for a time to perform their functions with all the energy which violent muscular exertion demands, and they do mischief before they are aware that their extraordinary services are no longer required. An irregularity in the distribution of the blood takes place; some part receives more than it needs, and an inflammation is the result. Motion prevents this, because it keeps up a demand for blood among the muscles. The transition from rapid motion to rest is too sudden, and should be broken by gentle motion. If the heart and nervous system could be restrained as easily as the action of the voluntary muscles, there would be no need for walking a heated horse, since it would be sufficient to render all the organs tranquil at the same time.

This brief analysis of what is going on internally, may be useful to those who would know exactly when it is safe to put a heated horse to perfect rest. It is needless to keep him in motion after the pulse has sunk to nearly its natural number of beats per minute, which is under 40. Stablemen go by the heat of the skin, but on a hot day the skin will often remain above its usual heat, for a good while after the system is quite calm. The state of the skin, however, in general indicates the degree of internal excitement with sufficient accuracy.

The object, then, in walking a heated horse, is to allay the excitement of exertion in *all* parts of the body at the same time, and by degrees, to keep the muscles working because the heart is working. The motion should always be slow, and the horse led, not ridden. If wet, and the weather cold, his walk may be faster than summer weather requires.

When the state of the weather, and the want of a covered ride, put walking out of the question, the horse must either go to the stable or he must suffer a little exposure to the rain. When much excited, that is, when very warm, it is better that he should walk for a few minutes in the rain, than that he should stand quite still. But a horse seldom comes in very warm while it is raining. If he must go into the stable it should not be too

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close. To a horse hot, perspiring, and breathing very quick, a warm stable is particularly distressing. Some faint under it. Till somewhat calm, he may stand with his head to the door, but not in a current of cold air, at least not after he begins to cool.

WALKING A WET HORSE.—Gentle motion to a heated horse is necessary, to prevent the evils likely to arise from one set of organs doing more than another set requires. But in many cases motion after work is useful when the horse is not heated. He may come in drenched with rain, but quite cool, and there may be no one at hand to dry him, or his coat may be so long that one man cannot get him dry before he begins to shiver. In such cases the horse should be walked about. Were he stabled or allowed to stand at rest in this state, he would be very likely to suffer as much injury as if he were suddenly brought to a stand-still when in a high state of perspiration. Evaporation commences; the moisture with which the skin is charged is converted into vapor, and as it assumes this form it robs the horse of a large quantity of heat. If he be kept in motion while this cooling and drying process is going on, an extra quantity of heat is formed, which may very well be spared for converting the water into vapor, while sufficient is retained to keep the skin comfortably warm. Every body must understand the difference between sitting and walking in wet clothes. If the horse be allowed to stand while wet, evaporation still goes on. Every particle of moisture takes away so much heat, but there is no stimulus to produce the formation of an extra quantity of heat; in a little while, the skin becomes sensibly cold, the blood circulates slowly, there is no demand for it on the surface, nor among the muscles, and it accumulates upon internal organs. By-and-by the horse takes a violent shivering fit; after this has continued for a time, the system appears to become aware that it has been insidiously deprived of more heat than it can conveniently spare; then a process is set up for repairing the loss, and for meeting the increased demand. But before this calorifying process is fairly established, the demand for an extra quantity of heat has probably ceased. The skin has become dry, and there is no longer any evaporation. Hence the heat accumulates, and the horse is fevered. I do not pretend to trace

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events any further. The next thing of which we become aware is generally an inflammation of the feet, the throat, the lungs, or some other part. But we cannot tell what is going on between the time that the body becomes hot, and the time that inflammation appears. I am not even certain that the other changes take place in the order in which they are enumerated; nor am I sure that there is no other change. The analysis may be defective; something may take place that I have not observed, and possibly the loss of heat by evaporation may not always produce these effects without assistance. It is positively known, however, that there is danger in exposing a horse to cold when he is not in motion; and, which is the same thing, it is equally, indeed more dangerous to let him stand when he is wet. If he cannot be dried by manual labor, he must be moved about till he is dried by evaporation.

Wisping a wet horse.—When there is sufficient force in the stable, the proper way to dry the horse is by rubbing him with wisps. After removing all the water that can be taken away with the scraper, two men commence on each side. They rub the skin with soft wisps; those which absorb moisture most readily are the best, and should be often changed. None but a bred groom can dry a horse expeditiously and well in this way. The operation requires some action, and a good deal of strength. An awkward groom cannot do it, and a lazy fellow will not. They will wisp the horse for a couple of hours, and leave him almost as wet as at the beginning. They lay the hair, but do not dry it, and they are sure to neglect the legs and the belly, the very parts that have most need to be dried quickly. The man must put some strength into his arm. He must rub hard, and in all directions, across, and against the hair, oftener than over it. His wisp should be firm, yet soft, the straw broken. Some cannot even make this simple article. A stout fellow may take one in each hand, if only two are employed about the horse; and a boy must often take one in both his hands. Two men may dry a horse in half an hour, a little more or a little less, according to his condition, the length of his coat, and the state of the weather.

Clothing a wet Horse.—When the horse can neither be dried by the wisp nor kept in motion, some other means must

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be taken to prevent him catching cold. He may be scraped, and then clothed, or he may be clothed without scraping. This is not a good practice, nor a substitute for grooming; it is merely an expedient which may be occasionally resorted to when the horse must be stabled wet as he comes off the road. I am aware that a horse is apt to perspire if clothed up when his coat is wet or damp. But this takes place only when the clothing is too heavy, or the horse too warm. In the case under consideration, the clothing, unless the horse be cold, is not intended to heat him, but to prevent him from becoming cold. In hot weather, a wet horse requires less care; he need not be clothed, for evaporation will not render him too cold; and if his coat be long, it will, without the assistance of clothing, keep the skin tolerably warm even in weather that is not hot. In all cases the cloth should be of woollen, and thrown closely over the body, not bound by the roller, and in many cases it should be changed for a drier, and a lighter one, as it becomes charged with moisture.

To remove the Mud.—There are two ways of removing the mud. One may be termed the dry, and another the wet mode. The first is performed by means of the scraper and the currycomb, or a kind of brush made of whalebone, which answers much better than the currycomb. In most well-regulated stables, the strappers are never allowed to apply water to a horse that has come muddy off the road, and in no stable should the mud be allowed to be removed from the horse by washing, except he be hand-rubbed dry. The usual practice is to strip off the mud and loose water by the sweat knife; to walk the horse about for ten minutes if he be warm or wet, and the weather fair, otherwise he stands a little in his stall or in an open shed; then the man begins with the driest of those that have come in together. Much of the surface mud which the scraper has left about the legs is removed by a straw wisp, or a small birch broom, or the whalebone brush; the wisp likewise helps to dry the horse. The whalebone brush is a very useful article when the coat is long. That, and the currycomb, with the aid of a wisp, are the only implements coaching-strappers require in the winter season. It clears away the mud and separates the hairs, but it does not polish them. A gloss such as the coat of these horses requires,

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is given by the wisp. The whalebone brush is sometimes too coarse, and many horses cannot bear it at any time, while others can suffer it only in winter. After the mud has been removed with this brush, the matted hair parted by the currycomb, and the horse dusted all over with the wisp, his feet are washed, the soles picked, the shoes examined, the legs and heels well rubbed, partly by the hand and partly by the wisp, and the mane and tail combed. In the best stables he is well dressed with the bristle brush before he goes to work. In other stables the usual mode of removing the mud is by—

Washing.—When the horse is very dirty he is usually washed outside the stable; his belly is scraped, and the remainder of the mud is washed off at once by the application of water. Some clean the body before they wash the legs; but that is only when there is not much mud about the horse. They do so that he may go into the stable quite clean. He soils his feet and legs by stamping the ground when his body is being cleaned. It matters little whether the dressing commence with the body or with the legs, but when the legs are washed the last thing, they are generally left undried. In washing, a sponge and a water-brush are employed. Some use a mop, and this is called the lazy method; it is truly the trick of a careless sloven; it wets the legs but does not clean them. The brush goes to the roots of the hair, and removes all the sand and mud, without doing which it is worse than useless to apply any water. The sponge is employed for drying the hair, for soaking up and wiping away the loose water. Afterward, the legs and all the parts that have been washed, are rendered completely dry by rubbing with the straw-wisp, the rubber, and the hand. Among valuable horses this is always done; wherever the legs have little hair about them, and that little cannot be properly dried after washing, no washing should take place.

Wet Legs.—It is a very common practice, because it is easy, to wash the legs; but none, save the best of stablemen, will be at the trouble of drying them; they are allowed to dry of themselves, and they become excessively cold. Evaporation commences; after a time a process is set up for producing heat sufficient to carry on evaporation, and to maintain the temperature of the skin. Before this process can be fully established,

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the water has all evaporated; then the heat accumulates; inflammation succeeds, and often runs so far as to produce mortification. To avoid these evils, the legs must either be dried after washing, or they must not be washed at all.

Among horses that have the fetlocks and the legs well clothed with long and strong hair, it is not necessary to be so particular about drying the legs; the length and the thickness of the hair check evaporation. This process is not permitted to go on so rapidly; the air and the vapor are entangled among the hair; they cannot get away, and of course cannot carry off the heat so rapidly as from a naked heel. But for all this, it is possible to make the legs, even of those hairy-heeled horses, so cold as to produce inflammation. And when these horses have the legs trimmed bare, they are more liable to grease than the lighter horse of faster work. But the greatest number of patients with grease occur where the legs and heels are trimmed, washed, and never properly dried. There is no grease where there is good grooming, and not much where the legs are well covered with hair. It is true that fat or plethoric horses are very liable to cracks and moisture of the heels; but though it may not be easy, yet it is quite possible for a good groom to prevent grease even in these horses.

I am not objecting to washing under all circumstances. It is a bad practice among naked-heeled horses, only when the men will not or cannot make the legs dry. In a gentleman's stable the legs ought to be washed, but they ought also to be thoroughly dried before the horse is left. It is the evaporation, or the cold produced by evaporation, that does the mischief.

I greatly approve of washing the legs with warm water, hard rubbing them for a few moments so as to strip out the superfluous water, and then instantly applying dry and warm flannel bandages from the fetlock to the knee. The legs next morning come out beautifully dry and clean.

Bathing.—This name may be given to the operation of washing the horse all over. Where possible, and not forbidden by the owner, a lazy or ignorant groom always performs it in the neighboring river or pond. Some take the horse into the water till it is up to his belly, and others swim him into the depths,

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from which man and horse are often borne away with the stream, to the great grief of the newspaper editor, who deplores their melancholy fate; by which, I suppose, he means melancholy ignorance.

These river bathings ought to be entirely prohibited.

In cold weather it is an act of madness. During some of the hottest days in summer, a general bathing is wonderfully refreshing to a horse, who has run a stage at the rate of ten miles an hour. It cleans the skin more effectually than any other means, and with less irritation to the horse; it renders him comfortably cool, and under certain conditions, it does him no harm. Those employed in public conveyances are almost the only horses that require it. During very hot weather they suffer much from the pace at which they travel. They come off the road steeped in perspiration, but in a few minutes they are dry. The coat is thin and short, and the hairs glued together by dirt and sweat; to raise and separate them with the currycomb is productive of much pain, greatly aggravated by the fevered condition of the horse. The best way of cleaning a horse in this state, is by washing him. The operation is performed by the water-brush and the sponge. The horse should stand in the sun. The man, taking a large coarse sponge in his hand, usually commences at the neck, close to the head; he proceeds backward and downward till he has bathed the horse all over. This may be done in two minutes. Then, dipping his brush in the water, he applies it as generally as the sponge, drawing it always in the direction of the hair, without any rubbing. The sponge merely applies the water; the brush loosens and removes the dust and perspiration which adhere to the hair. The sweat-knife is next employed, and the horse being scraped as dry as possible, he is walked about in the sun for half an hour, more or less, till he be perfectly dry. During the time he is in motion the scraper is reapplied several times, especially to the belly, and the horse gets water twice or thrice. When quite dry, he is stabled, and wisped over, perhaps lightly brushed, to lay and polish his coat, and when his legs are well rubbed he is ready for feeding.

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OPERATION OF DECORATION.

THE USES AND PROPERTIES OF THE HAIR.—That which forms the general covering is intended to keep the horse warm. It conducts heat very closely, and is therefore well adapted for retaining it. It absorbs no moisture, and when the horse is in good health, every hair is anointed with an oily sort of fluid which imparts a beautiful gloss, and repels moisture.

The hair is shed every spring and every autumn. The short fine coat which suffices for the summer, affords little protection against the severities of winter; it falls, and is replaced by another of the same material, though longer and coarser. It is not very obvious why the horse should moult twice every year. We might suppose that a mere increase in the length of the summer coat would render it sufficiently warm for the winter. Without doubt there is some reason why it is otherwise ordered. The hair perhaps is not of the same texture; that of the winter coat certainly appears to be coarser; it is thicker, and it requires more care to keep it glossy than the hair of a summer coat.

The hair is not cast all at once. Before losing its connection with the skin it assumes a lighter color, and becomes dim and deadlike. On some warm day a large quantity comes away, which is not missed, though its fall is very evident. The process seems to stop for several days and to recommence. Though a little is always falling, yet there are times at which large quantities come out, and it is said that the whole is shed at thrice. Moulting, and the length and thickness of the coat, are much influenced by the stable treatment and the weather. Horses that are much and for a long time out of doors, exposed to cold, always have the hair much longer than those kept in warm stables, or those that are more in the stable than in the open air. If the horse be kept warm and well fed, his winter coat will be very little longer than that of summer, and it will lie nearly as well. Moulting may even be entirely prevented; heavy clothing and warm stabling will keep the summer coat on all winter. The horse, however, must not be often nor long exposed to cold, for though he may be made to retain his summer

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coat till after the usual period of changing it, yet it will fall even in the middle of winter, if he be much exposed to winter weather. Grooms often hasten the fall of the winter coat by extra dressing and clothing, in order that the horse may have his fine summer coat a little earlier than usual. This, especially when the spring is cold and the horse much exposed, is not right, for it generally makes the summer coat longer than if it had not appeared till the weather was warmer.

The long hair which grows on the legs of some horses, is doubtless intended to answer the same purpose as the short hair of the body. It is longer and stronger, because the parts are more exposed to cold and to wet. On the legs of thoroughbred horses, the hair is not much longer than that on the body, with the exception of a tuft at the back of the fetlock-joint. This is termed the foot lock. It defends the parts beneath from external injury, to which they are liable by contact with the ground. When very long, good grooming, good food, and warm stabling, always shorten the hair of the legs.

The hair of the mane has been regarded as ornamental, and it is so; but to say that any part of an animal was conferred for the sole purpose of pleasing the eye of man, is almost as much as to say that all were not created by the same Being. Had the mane been superfluous to the horse, we could have been made to admire him without it. God has made it pleasing to us, because it is useful to him. In a wild state the horse has many battles to fight, and his neck, deprived of the mane, would be a very vulnerable part. It is likewise a part that he cannot reach with his teeth, and not easily with his feet. The flies might settle there and satiate themselves without disturbance; if the mane cannot altogether exclude these intruders, it can lash them off by a single jerk of the head. I believe that in wild horses the mane falls equally on both sides of the neck.

The long hair of the mane, the tail, and the legs, is not shed in the same manner as that on the body. It is deciduous, but it does not fall so regularly, so rapidly, nor so often as the other. Each hair, from its length, requires a much longer time to grow; if all were shed at once, the parts would be left defenceless for perhaps more than a month. Some of the hairs are constantly losing their attachment and falling out, while others are

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as constantly growing. It is not possible to say what determines the fall of these hairs in horses not domesticated. It may be some circumstance connected with their age or length more than with the change of season. When brushed and combed many of them are pulled out.

Docking.—In this country the horse's tail is regarded as a useless or troublesome appendage. It was given to ward off the attacks of blood-sucking flies.

In this country, for several months of the year, thin-skinned horses suffer excessively, and many accidents happen from their struggles or their fears. At grass, in certain districts, they are in a constant fever.

It is surely worth while inquiring, whether all that is gained by docking balances the loss. In comparing the two, it ought to be remembered that lockjaw and death are not rare results of the operation.

The operation of pricking, after the old fashion, is barbarous in the extreme. As practised here, it is much more simple, effectual, and less painful. If the tail is to be docked, let that first be done, and then permitted to heal perfectly. Perhaps this operation may make the horse carry his tail so well as to prevent the necessity of pricking. But if it does not, then let him be pricked.

Operation.—The tail has four cords, two upper and two lower. The upper ones raise the tail, the lower ones depress it, and these last alone are to be cut. Take a sharp penknife with a long slender blade; insert the blade between the bone and under cord, two inches from the body; place the thumb of the hand holding the knife against the under part of the tail, and opposite the blade. Then press the blade toward the thumb against the cord, and cut the cord off, but do not let the knife cut through the skin. The cord is firm, and it will easily be known when it is cut off. The thumb will tell when to desist, that the skin may not be cut. Sever the cord twice on each side in the same manner. Let the cuts be two inches apart. The cord is nearly destitute of sensation; yet when the tail is pricked in the old manner, the wound to the skin and flesh is severe, and much fever is induced, and it takes a long time to heal. But with this method, the horse's tail will not bleed, nor

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will it be sore under ordinary circumstances more than three days; and he will be pulleyed and his tail made in one half of the time required by the old method.

Dressing the Tail:—Sometimes the hair of the tail grows too bushy. The best way of thinning it is to comb it often with a dry comb, having small but strong teeth. When the hair is short, stiff, almost standing on end, it may be laid by wetting it, and tying the ends together beyond the stump. Sometimes the whole tail is moistened, and surrounded by a hay-rope, which is applied evenly and moderately tight, and kept on all night. It makes the hair lie better during the next day, but seldom longer. Square tails require occasional clipping. The tail is held in a horizontal position by the left hand, while it is squared with scissors. The hair at the centre is rendered shorter than that at the outside, and the tail, when elevated, resembles the feathered extremity of a pen. Horses of the racing kind have long tails with the hair cut off, square at the end of the dock; this is termed the long tail.

A switch tail is taper at the point, not square. It is of varying length, according to the taste of the rider. It sometimes requires to be shortened without squaring it. The man seizing it within his left hand, cuts off the superfluous length with a knife not very sharp. He does not go slap-dash through it as a pair of scissors would; but, holding the knife across, with the edge inclined to the point of the tail, he draws it up and down as if he were scraping it; the hairs are cut as the knife approaches the hand that holds the tail; in this way he carries the knife all round, and reaches the central hairs as much from one point of the outer circumference as from any other. The hairs are thus left of unequal length, those at the middle being the longest.

The hair of the tail is usually combed and brushed every day, and when not hanging gracefully, it should be wet and combed four or five times a day. White tails, especially when of full length, require often to be washed with soap and water. On many horses the hair is very thin. When the hair is wanted exuberant, it should have little combing.

Dressing the Mane.—In general the mane lies to the right side, but in some horses it is shaded equally to each. On some

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carriage horses it is made to lie to the right side on the one, and to the left on the other, the bare side of the neck being exposed. From some, especially ponies, it is the custom to have the mane shorn off nearly to the roots, only a few stumps being left to stand perpendicularly. This is termed the hog-mane. It is almost entirely out of fashion. To make a mane lie, the groom combs and wets it several times a day; he keeps it almost constantly wet; when thick, short, and bushy, he pulls away some of the hair from the under side, that is, from the side to which the mane inclines, or is wanted to incline. When that is not sufficient, he plaits it into ten or fifteen cords, weaving into each a piece of matting, and loading the extremity with a little lead. After remaining in this state for several days, the plaiting is undone, and the mane lies as it is wanted. When it becomes too long or too bushy, a few of the hairs are pulled out. This is often done too harshly, and some horses have a great aversion to it. In harness horses, that part of the mane which lies directly behind the ears is usually cut away, that the head of the bridle may sit fast.

Heavy draught-horses should seldom have either the mane or the tail thinned, and, to hang gracefully, it should be long in proportion to its thickness.

Trimming the Ears.—The inside of the ear is coated with fine hair, which is intended by nature to exclude rain, flies, dirt, and other foreign matters floating in the air. When left to itself, it grows so long as to protrude considerably out of the ear, and to give the horse a neglected, ungroomed-like appearance. It is a common practice to trim all this hair away by the roots. But it is a very stupid practice. The internal ear becomes exposed to the intrusion of rain, dirt, and insects; and though I know of no disease arising from this cause, yet every horseman is aware that it gives the horse much annoyance. Many are very unwilling to face a blast of rain or sleet, and some will not. In the fly-season, they are constantly throwing the head about as if they would throw it off, and this is an inconvenience to either rider or driver. The hair on the inside should not be cut from any horse. It is easily cleaned by a gentle application of the brush. When the hair grows too long, the points may be taken off. This is done by closing the ear, and cutting away the hair

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that protrudes beyond the edges. Among heavy horses even this is unnecessary.

Trimming the Muzzle and Face.—All round the muzzle, and especially about the nostrils and lips, there are long fine hairs, scattered wide apart, and standing perpendicular to the skin. These are feelers. They perform the same functions as the whiskers of the cat. Their roots are endowed with peculiar sensibility. They warn the horse of the vicinity of objects to which he must attend. There are several grouped together below and above the eyes, which give these delicate organs notice of approaching insects or matters that might enter them and do mischief. The slightest touch on the extremity of these hairs is instantly felt by the horse. They detect even the agitation of the air.

It is usual with grooms to cut all these hairs away as vulgar excrescences. They can give no reason for doing so. They see these hairs on all horses that are not well groomed, and perhaps they are accustomed to associate them with general want of grooming. They are so fine and so few in number, that they cannot be seen from a little distance, and surely they cannot be regarded as incompatible with beauty, even though they were more conspicuous. The operation ought to be forbidden.

Trimming the Heels and Legs.*—The hair of the fetlock, the hollow of the pastern, and the posterior aspect of the legs, is longer on heavy draught-horses than on those of finer bone. It is intended to keep the legs warm, and perhaps in some degree to defend them from external violence. It becomes much shorter and less abundant after the horse is stabled, kept warm, well fed, and well groomed. The simple act of washing the legs, or rubbing them, tends to make the hair short and thin, and to keep it so. Nevertheless, it is a very common practice, especially in coaching-stables, to clip this hair away almost close to the root. Cart-horses very rarely have the heels trimmed; well-bred horses seldom require it. The hand-rubbing which the legs and heels of these horses receive, keeps the hair short, and it is never very long even without hand-rubbing.

* The word heel is applied to the back and hollow of the pastern. In this place all that is said of the heels is applicable to the leg.

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HAND-RUBBING THE LEGS.—This is not altogether an ornamental operation, but as it is performed chiefly or only where decoration is attended to, this seems to be the proper place for taking notice of it. I have said that the hair of the body is anointed by an oily kind of matter, which serves in some measure to repel the rain. The long hair of the heels is anointed in the same way, but these parts are more liable to become wet, and the oily or lubricating fluid is secreted in greater abundance here than elsewhere. It is produced by the skin, and has a slightly fetid smell, which becomes intolerable when the skin is the seat of the disease termed grease. This fluid is easily washed off, but it is soon replaced; the greater part of it is removed by brushing and washing the hair, especially with soapy water, and it is some time ere the hair and skin are again bedewed with it. Dry friction with the hand or a soft wisp stimulates the skin to furnish a new or an extra supply. This is one good reason for hand-rubbing, an operation seldom performed by untrained grooms. "Take care of the heels, and the other parts will take care of themselves," is an old saying in the stable, and a very good one, if it mean only that the heels require more care than other parts. In some horses, particularly those that have little hair about the legs, the hollow of the pastern is very apt to crack; the anointing fluid is not secreted in sufficient quantity to keep the skin supple; it is always dry, and whenever the animal is put to a fast pace, the skin cracks and bleeds at the place where motion is greatest. Lotions are applied which dry the sore, but do not prevent the evil from recurring; hand-rubbing must do this. The legs of some horses are apt to swell or to itch, particularly when they stand idle for a day or two. Others, cold-blooded, long-legged horses, are troubled with cold legs while standing in the stall. These things are generally disregarded among coarse horses; if they disappear, it is well, if not, they are neglected till they become more formidable. But little evils of this kind often produce much annoyance to those who own horses of greater value. It is difficult to avoid them altogether among horses that are not in good condition, loaded with fat, or plethoric; yet, frequent hand-rubbing does much. Some grooms give it five or six times a-day; so much is seldom required, indeed never, except under disease; but it does no

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harm that I know of, if it do not make the heels too bare. To be of any use, it must be done in a systematic manner and in good earnest. If the horse be perfectly quiet, the man will sit down on his knees, and, with a small soft wisp, or cloth-rubber in each hand, he will rub upward and downward, or he will use his hands without the wisp, particularly if the hair be fine and short; much force is not necessary, indeed it is pernicious. In coming down the leg the pressure should be light; and in passing upward, it must not be so great as to raise or break the hairs.

Singeing, shaving and clipping are so rarely used and are so little needed in this country, that I do not care to insert the methods.

THE HORSE'S FOOD.

This should be oats and hay of the best quality; beans for hard-working horses, occasionally varied with carrots or Swedish turnips; bran mashes; and, under some circumstances, old Indian corn or maize; linseed gruel. Many persons are not aware, that the price of musty oats and bad hay is vastly dearer than that of the same commodities of good quality—and that the worse the quality the higher the cost. It is so nevertheless—for, whether the purchaser of inferior articles bargain for it or not, he always purchases with them indigestion, foulness of blood, looseness of the bowels, general debility, and glanders; all of these being too costly to be purchased into any stable.

Much has been said of late respecting the advantage of bruising oats, and various machines are much in vogue for the purpose. Mr. Spooner says of them, "they are apt to produce diarrhœa, especially if the animal is worked hard." It is further alleged that many horses will not eat them with an appetite; and the opponents to the system go further, urging that unbruised oats excite a flow of saliva, necessary to perfect digestion, which is not the case with those which are bruised. The explanation to the first of these questions supplies a very strong recommendation. The stomach having derived a sufficient quantity of nourishment from a moderate portion, does

not require more. With reference to the flow of the saliva, without entering upon the question how far it is necessary to assist digestion, no animal can swallow its food without a sufficiency of saliva to assist the act of deglutition; and it is not recommended to reduce the oats to flour, but merely to bruise them. Many persons fancy that by giving oats in small quantities, and spreading them thinly over the manger, the horses will be induced to masticate them. Those who have watched their operations will find that a greedy-feeding horse will drive his corn up into a heap, and collect with his lips as much as he thinks proper for a mouthful.

Little, if any, advantage arises from cutting hay into chaff, especially for the most valuable kind of horses. It is done in cart stables to prevent waste, which is often enormous in those departments where horses are permitted to pull the hay out of their racks, and tread it under foot.

The state of perfection to which the higher classes of the horse have been brought in this country, is attributable to the great attention devoted, during a long period of time, to the selection of the best descriptions for the purpose of perpetuating the species; the treatment they have received, under the influence of a propitious climate; and the nature of the food with which they have been supplied; greater improvements are capable of being realized by judicious management.

With reference to treatment, and the climate of this country, practical experience assures us that the atmosphere is suitable to the constitution of the equine tribe; but the vicissitudes of the elements are so great, that protection is necessary to guard against their effects. This is found to apply, not only to the horse, but to all others of our domesticated animals. Warmth, in connection with a pure and uncontaminated air, is of the utmost importance; but it is not necessary to enter into the details by which that desideratum is to be accomplished. The subject of food requires more minute observations, especially as it is too frequently disregarded, except by breeders of race-horses.

The great perfection of the physical powers of the horse is obtained by the due proportion and constituent elements of muscular fibre, bone, and sinew; and the more these substances

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are respectively condensed, so to speak, the greater the amount of power will there exist in a given bulk. Every description of food which is said to contain nutritive properties, abounds more or less, and in various proportions, with elements calculated for the construction of the different substances of which the animal frame is composed. It is therefore important to select those kinds of food which contain the most of these particles convertible into substances which render the animal of the highest value. The growth of animals, the development of their muscles, the texture of their bones, and sinews, depend greatly upon the quality of the food with which they are supplied. That which is conducive to the production of fat must be rejected; for, although there is not any kind of food which is convertible into muscle which will not at the same time produce fat, there are many circumstances which render different kinds more abundant with the elements of either substance. This is a wise ordination of nature, for, to a certain extent, fat is essential to the health and the motive powers of the animal, but in excess it is detrimental. On this point circumspection and experience are valuable acquirements to regulate the condition. When a horse is in a manifest state of plethora, it is a certain indication that the food which he receives abounds too copiously with elements conducive to the production of the adipose substance. It will sometimes happen that a horse does not generate a sufficiency of fat; this may arise from indisposition, the bad quality of the food, or its not being given in sufficient quantities.

There are certain laws of nature indispensable to animal life, certain functions which must be supported. Physiologists inform us that the nourishment of the body is derived from the ingredients of the blood, two of the principal of which are serum and fibrine. The serum, when condensed or coagulated, forms albumen, the restorative element of fat and muscular fibre; the fibrine contained in the blood contributes largely to the formation of muscle or flesh. Animal and vegetable fibrine and albumen are precisely similar, and unless they form component parts of the food the animal will waste away. Fat, muscular fibre, and certain other substances, composing the animal frame, are constantly undergoing the process of exhaustion,

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through the effect of oxygen, which is taken into the system every moment of life by means of the organs of respiration. But no part of that oxygen remains in the body; it is expelled in the form of carbon and hydrogen, by exhalations from the skin, and the ordinary evacuations. The expenditure of carbon and hydrogen is increased by labor or exercise in an equal ratio as the number of exhalations are accelerated by that exercise. By this process the fat and muscular fibre are constantly in a state of exhaustion and renewal, and are supposed to be thoroughly renewed in the course of six or seven months; dependent, however, upon the amount of labor, and the uninterrupted health of the animal. The more expeditiously this renovation of the system takes place, the more perfect will be the condition of the subject. It is therefore evident that the nutritive matter supplied by the food must exceed the exhaustion which takes place in young animals, to occasion their growth and increase the development of muscle and other tissues, and with adults it must be equivalent with the exhaustion to maintain the animal in a normal state.

It has been ascertained that such vegetable food as affords nourishment to animals abounds most with nitrogen; and that they require the least of those kinds which contain the largest quantities. But here it must be observed there is a limit to the presentation of food abounding too profusely with nutritive properties, which will speedily affect the animal partaking thereof. The blood-vessels will become distended, and other channels overcharged with an excess of their fluid; and upon the slightest appearance of the symptoms which indicate a disordered state of the circulation, unless medicines are presented which are calculated to relieve the system from the accumulation, aided by temporary abstinence, and indeed change of food, the health of the animal is sure to suffer.

Professor Playfair, who has made experiments on the quantity of nutritious matter contained in different kinds of food supplied to animals, found that in one hundred lbs. of oats, eleven lbs. represent the quantity of gluten wherewith flesh is formed, and that an equal weight of hay affords eight pounds of similar substance. Both hay and oats contain about sixty-eight per cent. of unazotised matter identical with fat, of

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which it must be observed a vast portion passes off from the animal without being deposited. By this calculation it appears that if a horse consume daily four feeds of oats and ten pounds of hay, the nutriment which he derives will be equivalent to about one pound eleven ounces of muscle, and thirteen and a half pounds of superfluous matter, which, exclusively of water, nearly approximates the exhaustion of the system by perspiration and the various evacuations.

Superficial judges of horses do not mark the difference between the appearance of a fat and of a muscular-formed animal. If the bones are covered, the points filled out, and the general contour looks pleasing to the eye, they conceive that every requisite is accomplished. A more fallacious impression cannot exist. A horse of very moderate pretensions, if in perfect condition, will prove himself infinitely superior in the quality of endurance or capability to perform work, than one of a higher character which is not in condition. If two horses are ridden side by side, at the moderate pace of seven or eight miles in the hour, on a warm day in the summer, one of which has been taken out of a grass field, and the other fed on hay and corn, the difference will be very soon detected. The grass-fed horse will perspire profusely, yet the other will be cool and dry. This propensity to perspire likewise proves that the system of the former is replete with adipose deposit, and fluids destined to produce that substance an unnecessary encumbrance, and in such quantities opposed to freedom of action.

Under an impression that an abundance of luxuriant grass will increase the flow of milk, it is frequently given to brood mares, but, if it have the effect of producing relaxation, it is exceedingly prejudicial. A moderate portion of good milk is far preferable to that which is weak and poor. Thoroughbred mares are not unfrequently deficient in their lacteal secretions, more so than those of a common description. It is obviously necessary that either class should be supplied with good and nutritious food, for the purpose of augmenting it when insufficient, but the nature of the food requires to be regulated by the constitution of the individual.

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The *watering* of the horse is a very important but disregarded portion of his general management. The kind of water has not been sufficiently considered. The difference between what is termed *hard* and *soft* water is a circumstance of general observation. The former contains certain saline principles which decompose some bodies, as appears in the curdling of soap, and prevent the decomposition of others, as in the making of tea, the boiling of vegetables, and the process of brewing. It is natural to suppose that these different kinds of water would produce somewhat different effects on the animal frame; and such is the fact. Hard water, freshly drawn from the well, will frequently roughen the coat of the horse unaccustomed to it, or cause griping pains, or materially lessen the animal's power of exertion. The racing and the hunting groom are perfectly aware of this; and so is the horse, for he will refuse the purest water from the well, if he can obtain access to the running stream, or even the turbid pool. Where there is the power of choice, the softer water should undoubtedly be preferred.

The temperature of the water is of far more consequence than its hardness. It will rarely harm, if taken from the pond or the running stream, but its coldness when recently drawn from the well has often been injurious; it has produced colic, spasm, and even death.

There is often considerable prejudice against the horse being fairly supplied with water. It is supposed to chill him, to injure his wind, or to incapacitate him for hard work. It certainly would do so if, immediately after drinking his fill, he were galloped hard, but not if he were suffered to quench his thirst more frequently when at rest in the stable. The horse, that has free access to water, will not drink so much in the course of a day as another, who, in order to cool his parched mouth, swallows as fast as he can, and knows not when to stop.

A horse may, with perfect safety, be far more liberally supplied with water than he generally is. An hour before his work commences, he should be permitted to drink a couple

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of quarts. A greater quantity might probably be objected to. He will perform his task far more pleasantly and effectively than with a parched mouth and tormenting thirst. The prejudice both of the hunting and the training groom on this point is cruel, as well as injurious. The task or the journey being accomplished, and the horse having had his head and neck dressed, his legs and feet washed, before his body is cleaned he should have his water. When dressed, his corn may be offered to him, which he will readily take; but water should never be given immediately before or after the corn.

CONDITION.

It would be incompatible with the limits of this work to enter into voluminous details of the racing stables; but some leading remarks on the condition of hunters and all other kinds of working horses are requisite. The treatment of hunters has been vastly improved since it was discovered that turning them out to grass during the summer months was highly prejudicial to their future performances. When the hunting season has terminated, rest is acceptable to most horses, and that cannot be conceded to them more conveniently than in a loose box, with a yard into which they may be enlarged daily. The state of each animal will determine the necessity for physic, or any applications in the way of blisters or counteractants to the legs. A moderate allowance of corn is indispensable, with a sufficiency of hay, but not so much of either as to occasion plethora. Water should always be at hand. Enough has been introduced in these pages on the ill effects of green succulent herbage; those who desire to have their hunters in first-rate condition, will reject it, except in very small quantities for certain purposes. Towards the latter end of August, one or two doses of mild physic will render the subject in a proper state for gradually increased exercise; and very few which have been treated in this manner will require the abuse of sweating—imperative with those which have been fattened with grass. Thus the legs and constitutions are exonerated from much injury and inconvenience. Two or three hours' walking, and occasional trotting exercise daily, with a steady gallop from two to three miles

twice or thrice a week, as the season approaches, will complete the purpose. Clipping or singeing has now become so general, that it is scarcely necessary to make a comment upon the advantages they afford; and to a certain extent, dependent upon the length of coat, one or other of the operations is indispensable. It enables the servants to dress the horses with so much more expedition when they return home after the fatigues of the day. When the country is very deep and wet, and the horse's coat is covered with clay, or other adhesive soil, the plan of washing the animal all over with warm water immediately on his return to his stables is recommended. It is a great object to dress a tired hunter as expeditiously as possible, and two men should always be employed for that purpose. The ordeal, which the hunter undergoes preparatory to his work, is often inconsistent. On the previous day the hay should be moderately apportioned, regulated by the constitution of the animal. On the morning of hunting he should be allowed from six to eight go-downs of water, according to the distance he may have to travel to the place of meeting, and two feeds of corn is as much as he will require. On his return to his stable, he should have, immediately that the bridle is removed from his head, half a bucket of gruel, prepared with linseed, oatmeal, or wheat flour, which requires to be boiled, and a plentiful allowance of bran mash.

The preparatory work and treatment of hacks and carriage-horses scarcely varies, if the owner desires to have them in first-rate order. The most extraordinary notions prevail concerning the hardihood of horses, and the best means of securing that valuable faculty. It is alleged that those which are bred in the mountainous districts of Wales and Scotland are highly gifted with this property. It is true they bear exposure to great inclemency of weather, and live on scanty food. Thus, reasoning by analogy, persons fancy that by demi-starvation and exposure to inclemency a hardy animal may be reared. There cannot be a more palpable error. The mountaineers are not able to work in their native state; they must be well supplied with good nutriment, when their active services are required, and that, with dry shelter, in a well-ventilated building, is the key-stone to physical power and endurance.

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MANAGEMENT OF FARM HORSES.

Agriculturists find it to their advantage to keep their horses in the stables and yards throughout the summer, in preference to turning them out into the pasture-fields. The manure which they make more than compensates for the expense of bringing their food to them. In the winter, an allowance of turnips saves a vast quantity of hay and oats, and keeps the animals cool; they are preferable to carrots. Bran is useful, but it should never be given to them, or to any other horses, without being previously scalded. Carters have a most reprehensible practice of driving their horses into ponds to drink, while attached to each other by their gearing or harness; many have been drowned in consequence. This class of men have also a most abominable propensity for giving drugs of various kinds; a stern injunction should be laid against it. The plan of cutting their hay into chaff is to be recommended, as it saves waste; where this is not done, the quantity of food destroyed, but not consumed, in cart stables is enormous.

NEW MODE OF SUMMERING IN THE STABLES.

This plan, first suggested in England by the celebrated sporting writer known as Nimrod, with a view to retaining hunters in condition, and bringing them back to their work with less trouble than under the old method of turning out to grass, is strongly recommended to horse keepers in this country.

The extreme heat of the summers, which parches and destroys the pastures and renders the soil almost as hard as pavement, except in marshy situations where the myriads of flies and mosquitoes torment a horse's very life out, renders it, in my opinion, highly inexpedient and even dangerous to turn horses out to grass during the hot weather. In ninety-nine cases out of a hundred, they are brought up again in worse plight than they went out, and with their systems debilitated, not reinvigorated.

SUMMERING.—Until within the last thirty or forty years, hunters were almost always turned out as soon as the first grass

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showed itself, and this kind of food was considered a panacea for all their complaints. After being kept in a warm stable all the winter, and their coats made as fine as possible, they were stripped of their clothing as rapidly as their owners dare, and turned out, often without any hovel to run into in cold and wet weather. The result was frequently that in the autumn they came up broken-winded, or sometimes they died in the seasoning; and in all cases, if healthy, they were fat, pursy, and unwieldy, and required nearly the whole of the hunting season to fit them for the work they had to do. Certainly, for the pace our forefathers rode, a grass-horse, if fed with corn also, as was often done, was capable of keeping his place through a run, though with a liberal display of lather; but as it is notorious that a horse in training requires six months, after leaving the grass-field, to prepare him even for a moderate race, and as it is also well known that a fast thing with hounds is still more trying than a race, so it is evident that this fast thing will require something more than grass-fed horseflesh to carry the possessor safely through it. Hence, the plan has been almost universally abandoned, in great measure owing to the writings of "Nimrod"—Mr. Apperley—on the subject, and the hunter is now almost always summered in a loose box. Besides, there are other objections to turning a hunter out at this season of the year. It is generally the case that his legs and feet—sometimes one or the other, sometimes all—are inflamed and require rest, blistering, firing, &c. Now, if this be the case, the turning out only aggravates the mischief, because these horses are, of all others, the most excited by liberty, from their associating it with their usual occupations, and gallop about, battering their legs on the hard ground, until the original mischief is made ten times greater. If legs or feet are to be mended by turning out, this ought either to be done in the winter, or into marshes, which are objectionable, because they are peculiarly opposed to the future hard condition of the horse. Upland grasses make the horse flabby enough, but marsh grass is ten times worse. I have turned out many horses in the summer myself, when lame, but I never found them to be improved by it, and some have been utterly ruined by their galloping over the hard turf. If they must go out they should be fettered, which stops their gallops,

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and is a very good preventive at this season of the year. The Nimrodian plan is as follows;—The horse is gradually cooled down, by taking off his clothing by degrees, and by abstracting his corn, partially or entirely, giving physic, &c., &c.; all which will require nearly a month, or until the middle of May; he is then to be put into a large, roomy, and airy loose box, with the upper half of the door capable of being constantly left open, or with a strong chain put across the door posts, the door being left entirely open, which is better still, because it allows of a free circulation of air. When thoroughly cooled down, the legs may be blistered or dressed with any of the numerous applications which will be hereafter described. Tan is the best material for the floor of the box, and if thickly spread, serves all the purposes of litter, whilst it keeps the feet cool. Italian rye or Lucerne, or ordinary grass, may be given, at first mixed with an equal quantity of hay, but when the horse is accustomed to them, forming the entire food. Vetches I am not fond of for horses doing no work. If young, they are irritating to the bowels, and do nothing but scour them; and if old, they are strong and heating. For coach-horses at work, when given with corn, they answer better than grass, especially when the pods are fully developed; but for summering the hunter, I prefer some of the grasses or clovers, which are not nearly so heating as vetches. The shoes may be taken off, and the feet pared out nicely, removing all broken pieces of horn, and cutting out any sand cracks, seedy toes, &c., to the quick, so as to allow them to be radically cured at this time of complete rest. If the horse is tolerably young and hearty, he will do better for a month or two without any corn at all; and during that time he will have recovered from the inflammatory condition of the system which high feeding inevitably produces. The blistering, firing, or other remedies, have now done their work, and the legs are reduced in size, with all their old lumps and bumps almost entirely gone. This will be accomplished by the end of July, or sometimes, when the legs are very stale, a month later; until which time the corn is still forbidden, or only given in small quantities, and the whole attention is turned to the removal of the effects of the thorns and battering blows which the legs and feet have sustained during the previous season. But it is by this

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time necessary to begin to restore the corn, and to leave off partially or entirely the green food. By the end of August, at latest, hay should form the principal kind of fodder, with two feeds of oats, or thereabouts, according to the fleshiness of the horse. If he is much wasted, more must be given, and if the reverse, one feed a day will be enough. The shoes may now be tacked on, and the horse walked out regularly every morning on the grass for an hour or two. In the middle of September the training for the hunting season begins, and at that time the summering may be considered at an end. Water should be constantly supplied during the whole summer in the box, so that the horse may drink when thirsty. The coat is left entirely undressed. Physic will be required two or three times, or oftener if the stomach is much upset by the long-continued work and fasts of the previous winter. Nothing tries the constitution of the horse more than these long fasts, which are not suited to his small stomach; this, from its size, requires to be replenished every four hours at most, yet it is often six, eight, or ten before the tired hunter gets even a bucket of gruel, and no wonder, then, that he requires a fortnight to come round for a similar day's work. Condition balls, &c., &c., will rarely be required; but sometimes, in spite of all the green food and other adjuncts, the stomach remains obstinately out of order, and the food seems to do no good. Here a stimulus or stomachic is required, and a warm cordial stomach-ball, once or twice a week, will be of great service. See Diseases of the Horse.

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RIDING, DRIVING, AND ROAD MANAGEMENT.

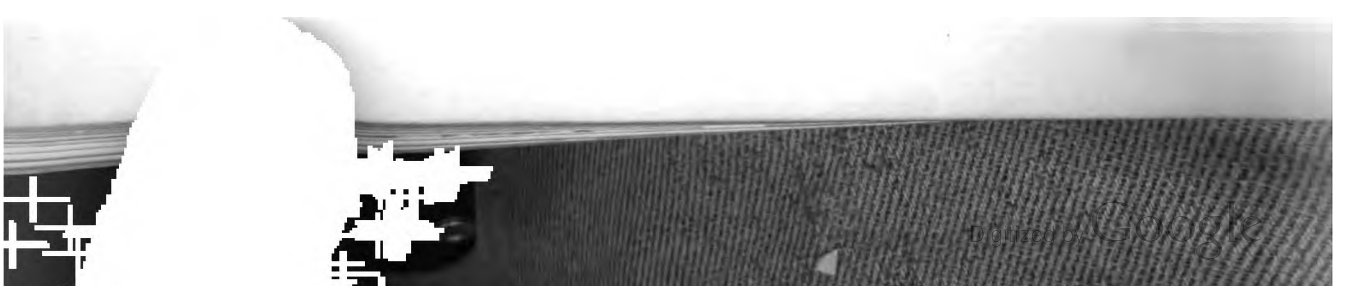
It cannot be expected that a novice can be instructed by any written rules, how to become a practical rider and driver, any more than he can how to sail a boat, or to kill double shots, to a certainty, on the wing.

The mere skill in managing and controlling the animals, under the saddle, or before a vehicle of any kind, can be acquired only by beginning young, under good instructors, and persevering attentively until habit and experience have become second nature.

Even thus, there are some men so constituted, that, whether from constitutional nervousness and timidity, want of temper, tact, judgment, or of the peculiar talent which enables others at once to acquire command over the fears and affections of animals, they can never, either in the saddle or on the driving box, become more than the most moderate performers, awkward in manner and appearance, alike, ungraceful, and, to a great extent, inapt to the task they have undertaken.

Others, again, have a faculty, or gain a power from the first, so easily that it seems like instinct, which they never lose, even by desuetude or neglect, and which, one might almost say, constitutes them at once horsemen, so soon as they come in contact with a horse.

In some sort, genius of a particular kind is necessary to the attainment of great excellence in this, as in many other arts; and a man, to be a pre-eminent rider, or a first-rate whip, as to be a poet, a musician, a crack-shot, or a general, must be born such, first, and, then be led on step by step, *ab ovo*.



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What I have thought it advisable to say, myself, or to compile from the works of others in relation to riding, has been given under the heads of Breaking, of Baucher's Horsemanship, &c., and will, I believe, be found to contain all that is needed on the subject. In regard, however, to driving, nothing similar can be written or taught; and though I might tell a man how to hold his reins, on which side to mount his driving seat, and on which hand to take his place, all would be to no effect; and it may be said in a few words, that there is no way of learning to become an excellent driver, except by sitting, often, alongside of a first-rate whip, listening to his instructions, and watching his manipulation of both whip and ribbons for many a day before attempting to assume either, and, when that is done, by working patiently under his instructions, until such time as he shall pronounce his pupil capable to go alone.

In no other pursuit is it so necessary for one to learn how to stand, before he can go, and to go before he can run, as it is in driving.

With regard, however, to management on the road, some advice may be given, which will be advantageous to all novices, and to many of those, even, who consider themselves horsemen, and whips of no common standing.

It is so common, that no person who has seen much of travelling on roads, either in the saddle or in vehicles, can fail to observe it, that one man will get his hackney, his wagon-horse, or his team, over his ground, to any given distance, at a rapid rate of travelling, say ten or twelve miles an hour, without distressing him, or them, at all; while another, at an inferior pace, will have his animals worn out before half the distance is accomplished.

This arises from several causes; the possession by the one of judgment of pace, judgment of ground, quick perception of the manner of his horse's or his team's working, sufficient skill in driving his horses to avoid worrying them, and, if he be using two, or four, to make all work evenly and alike; keeping the slow and lazy animal well up to his collar, and the willing, eager animal, hard on his bit; add to this, the knowledge how to nurse, comfort and care for a horse on the road, and we have all that is necessary to constitute a good horse-master.

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The first thing towards accomplishing a journey well, and in good style and good time, is to start well; and, in order to do that, the horse or horses to be used, being presupposed to be in good condition, should have been fed and watered long enough before the hour of starting to have digested their food; that is to say, to have passed it from the stomach into the intestines, so that there shall be no danger of foundering the horse, or breaking his wind, by driving him when he is in nowise fit to be driven.

When this is all right, it is still advisable that the driver should, on first taking his horses in hand, let them jog along gently for the first mile and a half of their journey, and he will generally see the animals clearing their bowels and throwing off the digested remains of the last meal; by the appearance and consistence of which he will readily judge of the fitness of his horse, or team, for the work, which he or they, has, or have to perform.

While on the road, the first thing and the most necessary to inculcate, because generally unknown or misunderstood, is that, next to a continual ascent, the hardest road on which horses can possibly travel, is a long dead level—for the reasons, first, that there is a necessity for a constant pressure into the collar, in order to keep the traces tight and the vehicle in motion, since the friction will prevent the best running carriage, that can be built, from following; and second—this being applicable as much to working under the saddle as to going in harness—that the same set of muscles are kept continually at work, instead of one set being relieved by another, which is brought into play alternately in the ascent and descent of hills.

There having been a long standing dispute on this question, it was solved, some years since, by the officers of one of her Majesty's regiments, quartered at Fredericton, New Brunswick, who instituted a series of experiments with a number of horses, on two tracks, each of fifty measured miles, one on the road covered with snow, undulating over hill and dale, parallel to the river St. Johns, and the other on the snow-covered, icy surface of the river itself; in which trials, it was found that the horses, which had proved themselves victorious on the road, were invariably beaten on the river, by the very animals which had

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failed against them with the circumstances reversed—and, that, by such considerable distances, and with such ease, as showed the cause to be indisputably the nature of the surface.

There is more reason for dwelling on this point, because it is exactly the reverse of what is generally believed to be the case, by tyros; and because nothing so common as to hear it said—"Oh! here is a nice stretch of ten or twelve miles, on a dead level; now is the time to make play"—and to see *the string* administered, and the horses put along at a spanking pace, over ground which is only less severe than a direct, up-hill dead-pull.

On a gently rolling road, by letting the horses go down the descent at a good fair trot, with their traces loose, a little faster than it is necessary in order to keep them well ahead of the carriage, the latter will have gained such an impetus that it will follow them over the bottom and up the first part of the next ascent, by its own previously acquired velocity; and up to, and even over, the top, by the mere tightening of the traces, without any thing like a hard collar-pull.

This is the way in which a good whip, by merely holding his horses sufficiently in hand to prevent their breaking away with him, or coming down in consequence of treading on a rolling stone, will get over a country with just one-half the distress which will be inflicted by another on his horses, who, seeming to be more steady and more cautious, by making his team hold back the carriage, when there is no occasion to do so, will give them the unnecessary double labor, first of holding back the descending, and then dragging forward the ascending, load, by dint of direct expenditure of animal power, when, if left alone, the same result would have been reached by almost natural causes.

In regard to watering horses, again, a great error is constantly made, in two ways—first, in letting a horse become partially cool, just enough to be half shivering, before giving it the pail, and then in allowing it to drink a bucket, or even two buckets full, at a draught.

Unless water is intensely cold and fresh from a very deep well, there is no danger in allowing a horse to take a few swallows, while he is in a glow of heat; provided that he is put in

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motion again immediately after taking them; unless he be exhausted, and in a state of collapse, when cold water is almost certainly fatal; and when that which he requires is a drench of sherry, or of ale with a dash of spirits in it.

Once in ten or twelve miles, a horse travelling fast, say from eight to twelve miles an hour, ought to be watered, with from one to two quarts of water. And it is an excellent plan to put in a couple of stable spoonsful of salt and a handful of oatmeal or Indian meal. If very thirsty, any horse will readily drink this; but it is highly advisable to accustom them to it, as they will soon come to drink it in the form of thick gruel; by doing which, while apparently quenching their thirst only, they will take in a very considerable supply of nutriment, enabling them in some measure to dispense with a portion of their solid sustenance.

As the time of the mid-day halt, at which it is intended to feed, approaches, it is highly desirable to slacken and moderate the pace, when the latter end of the last stage is attained, so as to bring the team in reasonably cool, or, at all events, not reeking with sweat. Should the latter be their condition, it is absolutely and invariably necessary—in any case it is particularly advisable—to remove the harness at once, and to cause the horse or horses to be walked to and fro gently in the shade, where there may happen to be some slight motion of the air; but any place in which there is a thorough draft, or a strong cold breeze blowing, is to be avoided as actually dangerous. It is hardly necessary, I presume, to add, that the practice, too often resorted to by ignorant hostlers and helpers, in country tavern stables especially, of riding hot and weary horses, just as they come off a stage or journey, into a cold pond or river, up to their bellies, under the impression that they are washing off the dirt and sweat, is, in the last degree, prejudicial and dangerous.

When the horses are cool, they may be moderately watered, and led into the stable; where, if dry already, they should be currycombed and nicely wisped, and their legs brushed and hand-rubbed. If still wet, they should be rubbed till perfectly dry, and then, being slightly dressed, should be clothed according to the season, and fed according to their habit and capacity.

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I have found a four-quart feed of *old* oats, with the addition of one quart of *old* Indian corn, an excellent noon feed for horses on hard work. At least half an hour should elapse after the horses have finished their feed, before they are again put to their work; and when they are on the road again, they should be driven moderately for the first five or six miles—if for the first hour, so much the better.

The time apparently so lost, is in reality gained, as the driver will perceive before he reaches the end of his journey, especially if it be one of many days' continuance. The same may be said of the duration of the noon halt, for feeding. It should never be less than an hour and a half; and if it be of two hours, so much the better. The risk is great of producing founder, if horses be full fed when hot and weary, and nearly as great of breaking their winds, if they be driven too soon after feeding, before their stomachs are empty.

If horses refuse their feed, it is a bad sign. Sometimes, especially if they be old travellers, and up to the tricks of the road, they may be cheated into eating up their oats by harnessing and bridling them, omitting only to put the bits in their mouths, as if to prepare for an immediate start; when, fearing to lose the end of their meal, they will often eat up, in a few minutes, a feed which they may have been tossing about, as if unworthy of their notice, in their mangers, for a couple of hours.

Delicate feeders and nervous horses will often be beguiled into eating thrice as much, by throwing only a few handfuls of oats into the manger at a time, and renewing it as fast as consumed, as they would do if a large quantity of food were heaped before them at once, which seems to disgust them and to cloy their appetites.

They can sometimes be induced, again, to eat by throwing a handful of salt into the oats, or by mostening them. If the latter plan be found successful, it is well to do it with a glass of ale instead of water, as it adds to the nutriment of the feed, and is generally grateful to the horse.

Most horses will drink ale, or porter, readily from the first. If not, they should be regularly educated to do so; for, at times, it is a most valuable quality in a horse to take it; as it is a

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valuable remedy, in many sudden diseases, colics, sudden chills, &c.; and is, at all events, an admirable plan for giving a stimulus in times of exhaustion and distress, whether from over work, or accident.

I have seen many horses which would greedily eat up a loaf of rye bread, or coarse brown bread—Graham's bread, as it is called with us—thrown into a bucket, with half a gallon of ale, or a couple of bottles of brown stout, poured over it, when they would not look at a feed of oats; and the nourishment being double in the former, the gain of having a horse which can be so fed on occasion, is immense.

The same system of watering may be followed in the afternoon, as in the morning; until the inn is reached where the night is to be spent.

There, the horses must be thoroughly cleaned, rubbed down, and honestly worked at, until they are not only perfectly clean, dry, and comfortable, but until their skins are in a glow, and their coats as fine as silk. Their legs and feet, especially, must be perfectly cleaned, and, above all, thoroughly dried; any neglect of the last point brings the certainty of grease, cracked heels, and what in America is called *the scratches*.

I have found it an excellent way, both as saving much time and labor, and as—which is more to the point—rendering the horse more speedily comfortable, to plunge his legs, after wisping off the dry mud, instantly into a bucket of water as warm as the hand will comfortably bear it; to brush off all the dirt with a harsh whalebone brush; to hand-rub them sufficiently to squeeze out the redundant moisture, and then to bandage them closely and tightly, from the fetlock joint upward to the hock or knee, with thick flannel rollers, which should be left on until the following morning; when, on their removal, the legs will be found as clear and as clean, besides being cool, comfortable, and free from fever, as those of a two-year-old.

When the horses are clean, dry, clothed, their beds well littered, and themselves made comfortable for the night, they should be watered, their racks supplied with, not to exceed, according to my idea, eight pounds of good, sweet, old hay, and from six to eight quarts of oats.

They should not be disturbed during the night; but, at least

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two hours before it is time to start, they should be watered, dressed, and fed with from four to six quarts of oats, and the less hay the better; I should say a few mouthfuls only after the water.

If horses happen to be much exhausted in the evening, a hot mash of bran and oats is a sovereign remedy; and if prepared with ale instead of water, so much the better.

Where, in addition to exhaustion, from hot weather and hard driving, horses have been exposed to the danger of taking cold, from being drenched by a sudden storm of rain or hail, while heated, as will sometimes occur even in summer time, when among the hills, a cordial ball may be given with good effect.

Subjoined is an excellent formula.

1. R. Ground ginger . . . . . 1 dr.
   Gentian . . . . . 1 dr.
   Flour . . . . . 6 drs.
   Essential oil of cloves . . . 6 drops.
2. R. Carraway seed powdered . . . 6 drs.
   Camphor . . . . . 1 dr.
   Ginger . . . . . 1 dr.
   Oil of cinnamon . . . . 6 drops.
   One clove of garlic bruised.

Add molasses, or honey, enough to form a ball.

The latter of these I consider the better formula. It must be borne in mind, however, that in order to be of service, the cordial must be given as soon as possible after the occurrence of the casualty, from which the evil result is expected. If cold be taken already, and fever have begun, when the cordial is exhibited, the consequences must be evil, may be fatal.

If horses do not take to ale readily, a few tea-spoonfuls of sugar, mixed with it, will soon induce them to swallow it, greedily enough.

By following, precisely, the above plan of driving, while on the road, of timing my halts, watering and baiting stoppages, and regulating my feeding and dressing, I have driven horses many thousand miles in the course of my life, and never have lost one, by any accident, on a journey, arising from over-driving, over-heating, over feeding, or the reverse, in all the time.

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On one occasion, in the extremely hot summer of 1838, I drove a pair of horses, before a sporting wagon, which, loaded, with myself, my friend, my servant and a brace of setters included, weighed something over seventeen hundred weight, from the city of New York, to Niagara Falls and back, including excursions to shoot, and deviations from the route. We were forty-one days on the road, and averaged forty-seven miles a day, the horses not standing still, or resting, a single day; and, on the last day, having slept at Newburgh, we crossed the river to Fishkill landing, and thence by Fishkill village drove to the city, which we reached at ten o'clock in the evening, neither of the horses having been off their feed, or out of spirits for an hour, during the whole journey, and both being fatter and better—not to speak of their being in their hardest possible condition, and fit for any amount of work—than they were when we set out.

I feel, therefore, more than a little confidence in recommending, to my friendly readers, the foregoing few, brief hints, as equal to any for the keeping horses in health and condition, during a journey, by a simple and easy system of road management.

TREATISE ON HORSE-SHOEING.

The following simply written and unpretending essay on horse-shoeing, by William Miles, Esq., is so infinitely superior in all respects to every thing I have yet seen on the subject, that I have eagerly availed myself of the opportunity of embodying it in my work.

His plan of shoeing is indisputably correct, founded on scientific principles, and proved by experience. There is no part of his instructions and conclusions which are not of great value; but the method he advises of securing the shoe by five nails only, so as to admit of the contraction and expansion of the hoof, impresses me most favorably of all.

His language is so simple, his advice so lucidly expressed, and his explanatory cuts so plain, that the commonest country blacksmith, if he choose to discard obstinate and groundless prejudice, can work by them with certainty of success.

When it is considered how much of foot lameness is due to ignorant shoeing, the full importance of the subject cannot be questioned.

I will only add, that I have neither presumed to insert nor to erase a word; and that, without a note or comment, I submit this system of Mr. Miles to my readers, as the best possible, and urge its adoption on all my friends, who are also friends of the horse;—

"Horse-shoeing.—It has been suggested to me, by several correspondents, that a plain, practical treatise on horse-shoeing, divested of all other matters, connected with the soundness of the

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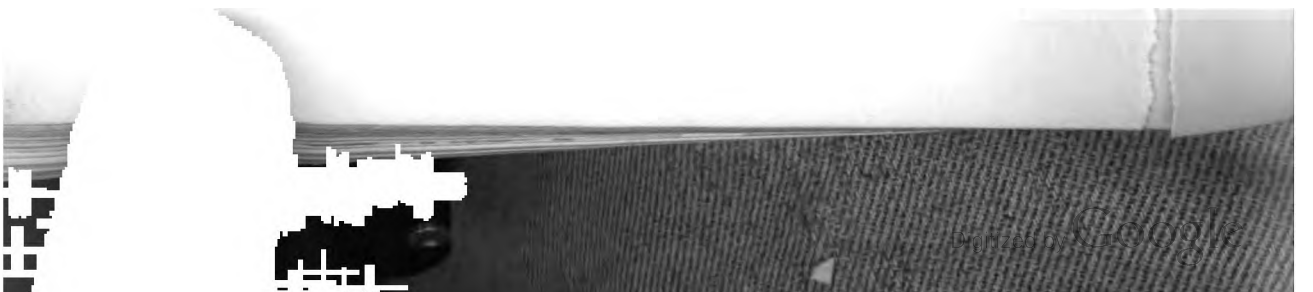
horse's foot, would be very acceptable to many working smiths, who have neither the time nor the inclination to wade through a work where what they want to find is mixed up with other matters, which do not bear upon their vocation. To the production of such a treatise I now set myself, in the hope that, however much I may fall short of my wishes, I may still in some degree supply a want which has long been felt by many. The books at present in use are written in a style that most smiths find it difficult to follow; my aim, therefore, shall be to convey the information I have to offer in the simplest language I can command, and such as the least-informed among them are familiar with. But, before I enter upon the subject of shoeing, I must notice two things, which we must not only believe, but act upon, if we ever hope to arrive at really good shoeing; the first is, that nature has given to what horsemen call a good-shaped foot, the form best suited to the horse's wants; and the second is, that the hoof expands when the horse's weight is thrown upon it, and contracts when it is taken off again. But the mere belief in these things will be of no use, unless we make the shoe to fit the foot, and nail it on in such a manner as will allow the hoof to expand and contract; for we might as well not believe at all, as believe a thing to be right, and not do it.

Nailing an iron shoe to a living horse's foot is a very unnatural thing to do; but, as it must be done, it is our duty to see how we can do it with the least injury to the horse. To show this, I will suppose myself addressing a young smith, who is about to shoe his first horse.

Preparing the Foot.—You must begin by taking off one of the old shoes, and I may say one, because the other should always be left on, for the horse to stand upon; he is sure to stand quieter upon a shod foot than he can upon a bare one; and it will prevent his breaking the crust. Raise every one of the clenches with the buffer, and, if the shoe will not then come off easily, loosen some of the nails with the punch; but never tear the shoe off by main force; it splits the crust and widens the nail-holes. The shoe being off, you should rasp the edge of the hoof all around, and take out any stubs that may be left in the crust. Then you must pare out the foot; and this re-



quires both care and thought. If the horse has a strong, upright foot, with plenty of horn, you should shorten the toe, lower the heels and crust, and cut out the dead horn from the sole, and also from the corners between the heels and the bars; the best way of doing this is to pare the bars down nearly even with the sole, and then you can get at the dead horn in the corners more easily. The part of the bar which stands up above the sole would have been worn away, or broken down, if the shoe had not kept the hoof off the ground; therefore you had better always pare it down, but on no account ever cut any thing away from the sides of the bars, or what is called "open out the heels;" and be sure that you never tough the frog with a knife. Now remember that there are three things which you must never do in paring out a foot; you must never cut the sides of the bars, or open out the heels, or pare the frog; and I will tell you why you must never do them.

The bars are placed where they are, to keep the heels from closing in upon the frog; and if you trim them by cutting their sides, you weaken them, and they can no longer do it, and the foot begins to contract.

Opening out the heels does exactly the same thing, by weakening the very parts which nature placed there to keep the heels apart. Now it takes some time to contract a horse's foot so as to lame him, and, because the contraction comes on by slow degrees, no one notices it, until the horse falls lame, and then every one wonders what can have done it; but very few hit upon the right cause.

The frog is a thick, springy cushion, whose chief use is to protect a very important joint, called the navicular joint, and it is covered by a thin layer of horn, to keep in the moisture; and every time you slice off any of the frog, you lay bare a part that was never meant to be exposed to the air, and it dries, and cracks, and forms rags, which are cut off at every fresh shoeing, until the whole frog becomes as dry and hard as a board; and the horse gets an incurable disease, called "navicular disease;" therefore I say, leave the frog alone; it will never grow too large, for, long before that would happen, the outer covering will shell off, and a new horny covering will

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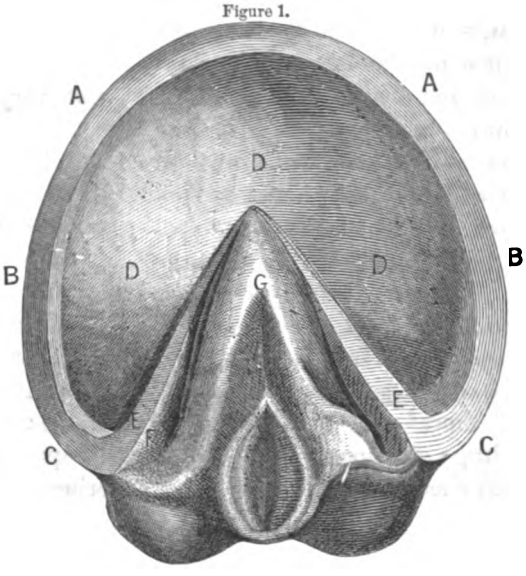
be found underneath; and as to the rags, leave them alone also, and they will fall off of themselves.

A weak, flat foot will bare very little paring or rasping; the crust of such a foot is sure to be thin at the toe, low at the heels, and the sole thin and weak; therefore, the less you do to it the better, beyond getting rid of the little dead horn there may be, and making the crust level where it is to bear upon the shoe; this must be done to all feet, and, as the inner quarter, where there should be no nails, does not wear away as fast as the outer quarter, where the nails are driven, you should always place a rasp upon its edge across the foot, to be quite sure that the two sides are level. I have known shoes lost from the inside quarter being higher than the outside, and causing the foot to bear unevenly on the shoe.

Before you pare out a foot, you should always think of the state of the roads; and if they are dry, and covered with loose stones, or have been lately repaired, you should take very little off the sole of any foot, because, if you thin it, the stones will bruise it; but when the season is wet, and the stones worn in, you may pare out the sole of a strong foot until it will yield to hard pressure from your thumbs; but you must never pare it thin enough to yield to light pressure.

Figure 1.



The annexed cut shows a good-shaped near fore foot, pared out ready for shoeing. I have introduced letters against the different parts. The toe reaches from A to A, the letter B shows the middle of each quarter, and C marks the heels. You will observe that the crust is thicker on the outer quarter.

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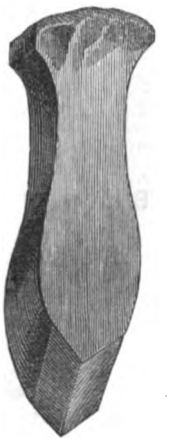
where the nails should be, than it is on the inner quarter, where a nail must never be driven; and you will also see that the hoof is not a circle, as some suppose, but is straighter on the inside than it is on the outside. D marks the sole; E shows the upper part of the bars, pared down nearly level with the sole. F shows that part of the bars which must never be touched by a knife; G marks the frog, and is placed just over the situation of the navicular joint. I would advise you to examine this frog well, because it is what every horse's frog should look like,—plump, and full, and even, with a broad, shallow cleft, not split through at the back part; and, if you shoe your horses properly, and never pare the frog, it is what their frogs will come to in time.

THE SHOE.—Before I talk about the shoe, I must settle names for the upper and under surfaces; because I fear I should mislead those who are not smiths, if I call the part that rests upon the ground "the upper surface," as smiths do; I shall therefore call that part of the shoe "the ground surface;" and the part which goes next the foot I shall call "the foot surface;" and then there can be no mistake as to which surface I mean.

In turning your store shoes "in the rough," you should leave them longer at the heels than smiths generally do; we shall see the reason for it when we come to "fitting the shoe;" and you should make the web as wide at the heels as it is at the toe, and of the same thickness throughout from the toe back to the heels. The "fuller" should be carried quite round the shoe to the heels, and the fullering-iron should have both sides alike. It is a far better tool than the one-sided iron in common use, which is generally so narrow and sharp that it not only makes the groove too small for the heads of the nails to sink into, but it often splits the shoe. A narrow groove may look neater than a wide one; but you will find a wide one much more useful.

Figure A.



CHOOSING A SHOE.—The first thing to look to in choosing a shoe is the kind of foot you have to deal with. If the foot is a strong, good-shaped one, it will be an easy matter to find a shoe for

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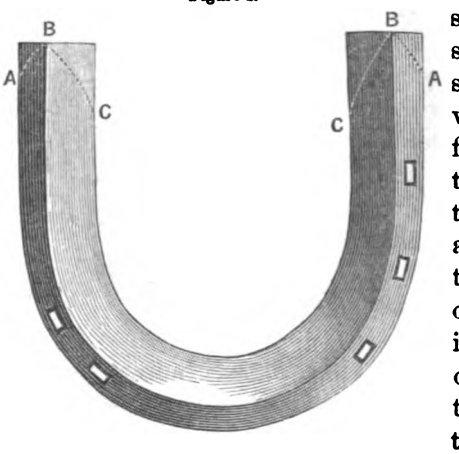
it; only take care that the web is not too narrow, and that the shoe is not too light. A light shoe is apt to bend before it is half worn out; and the pain caused by the pressure of the bent nails against the tender lining of the hoof throws the horse down, and most likely breaks his knees. If the foot should be flat, with a weak, brittle crust, you must still choose a stout shoe; for a horse with such a foot could not go at all upon a bent shoe; and the shoe must have a wide web, because the sole is sure to be thin and will need plenty of cover to protect it.

Figure B.

You must also look to the seating; for, if the foot is weak and flat, the shoe must be well seated out, to prevent its pressing upon and bruising the sole; but if the foot is strong, and the sole arched, there need not be more seating than will allow the point of a picker to pass freely round between the sole and the shoe; otherwise dirt and small stones will get in, and bruise the sole as much as the shoe would do if it pressed upon it.

Cutting off the Heels.—Having fixed upon a shoe to your mind, begin by cutting off the heels; and you will find a half-round chisel a better tool for the purpose than a straight one, because you should never cut them off square; if you do, you will find it impossible to fit the shoe properly to the heels, and at the same time keep the web as wide at the heels as it is at the toe; for one of the corners of the shoe will be stick-into the frog, while the other stands out beyond the crust; but if you cut them off as shown in figure 2, you will have no difficulty in bringing every part of the

Figure 2.



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shoe into its proper place upon the foot. Figure 2 is a shoe turned in the rough; and the dotted lines show the direction in which the heels should be cut off. The side next the frog should be cut off from C to B, and the outer corner from A to B, and then the shoe will look like figure 3, which, with a little hammering over the beak of the anvil, will soon come like figure 4; you will see that the points, marked A in figure 3, have disappeared in figure 4, and that the parts between A and B on each side have become a portion of the outer rim of the shoe, whereby the outer rim is lengthened, and the inner rim shortened; and there are no corners left to interfere with your following the sweep of the heels, and you are enabled to keep the web as wide at the heels as it is at the toe. I have introduced figure 4 in this place, because it gave me the opportunity of explaining the reason for cutting off the heels as I have directed; but at this stage of the business it is a good plan always to leave the quarters and heels rather straight, and wide apart, until you have fitted the toe; because it is less trouble to bring them in than it is to open them out after the front has been fitted.

Figure 3.

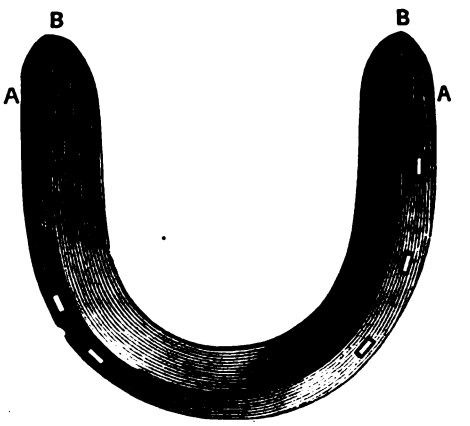

Figure 4.

THE NAIL-HOLES.—You must next open the nail-holes; but

be sure that they have been stamped so as to pass straight through the shoe, and come out in the flat part of the web, and not partly in the flat and partly in the seating. It is a very bad plan to make them slant inwards, as most smiths do; for in driving a nail they have first to pitch the point inwards, then turn it outwards, driving it all the time *with* the grain of the crust, and at last they bring it out high up in the thinnest part of the hoof, and have the weakest part of the nail for a clinch. Now, instead of all this, if you make the holes straight through the shoe, you have only to drive the nail straight, and it will go through the shoe *across* the grain of the crust and come out low down in the thickest part of the hoof, and give you a strong clinch made out of the shank of the nail instead of a weak one made out of the point. The advantage of straight holing is that you are sure never to prick the foot in driving a nail, and you get a firmer hold for the shoe. Everybody knows that a short purchase *across* the line of the strain is stronger than a *longer* one in the direction of the strain.

The soundness of the horse's foot, as far as shoeing is concerned, depends more upon the number of nails and where they are placed than upon any thing else; for if the shoe is ever so badly formed, and the nail-holes are rightly placed, very little harm will happen to the foot beyond the loss of a shoe; but if the shoe is of the best possible shape, and fitted to the foot in the most perfect manner, unless the nail-holes are placed so that the foot can expand, it must in the end become unsound.

The portion of hoof that expands the most is the inner quarter and heel. You must therefore leave those parts free from nails; and the way to do it is never to stamp more than two holes on the inside of the shoe, one about an inch and a quarter from the *centre* of the toe, and the other about three-quarters of an inch behind it. It is quite clear that, if you nail both sides of a horse's hoof to an iron shoe, the hoof will be held fast, and cannot expand; and, when the horse's weight forces the bones of the foot down into the hoof, the tender lining of the hoof will be squeezed against the shanks of the nails, and cause pain to the horse at every step he takes. The whole number of nail holes should never exceed five; three on the outside, and two on the inside. I have proved, over and over again, that five

nails will hold on a fore-shoe at any kind of work, in any country and at any pace. If a shoe is properly fitted to the foot, and fastened by five nails, nothing but the smith's pincers can get it off.

Having cut off the heels and opened the nail-holes, you must next turn up a clip at the toe. Every shoe should have one at the toe; it keeps the shoe steady, and prevents its being forced back. But you never should put one at the side; for if it is put on the inside, it prevents the hoof expanding; and on the outside it is worse than useless, for the nails there are quite sufficient to keep the shoe from working across the foot, and the clip will interfere with the placing of one of the nails, and destroy more of the crust than two nails would do.

Fitting the Shoe.—You must never forget that "fitting the shoe" means making the shoe fit the foot, and not making the foot fit the shoe, as I have often seen done.

It is a bad plan to try to fit the whole of the shoe at once; it is much better and saves a great deal of trouble to fit the toe first, then the quarters, and lastly the heels; but, before you begin to fit the toe, take a look at the old shoe, and see how much of the toe of it is worn away, because just so much of the new shoe should be turned away from the ground out of the line of wear.

We all know that horses go better and stumble less in old shoes than they do in new ones; and the reason why they do so is because they have worn away the toe, and no longer jar the foot by striking the toe against hard substances in the road. A new shoe turned up at the toe is the same thing to a horse as an old one worn down, but with this great difference to his comfort—that he is easy upon the new one from the time it is first put on, whereas he was never easy upon the old one until he had worn the toe away.

When a horse wears his shoe hard at the toe, it is the custom of most smiths to weld a lump of steel on to it, to make him longer in wearing it away; but this only increases the jar to his foot, while turning up the toe makes the shoe last quite as long, and saves the horse from a great deal of unnecessary suffering. A strong foot will bear the toe to be turned up a good deal; but a flat foot is always weak at the toe; and will not

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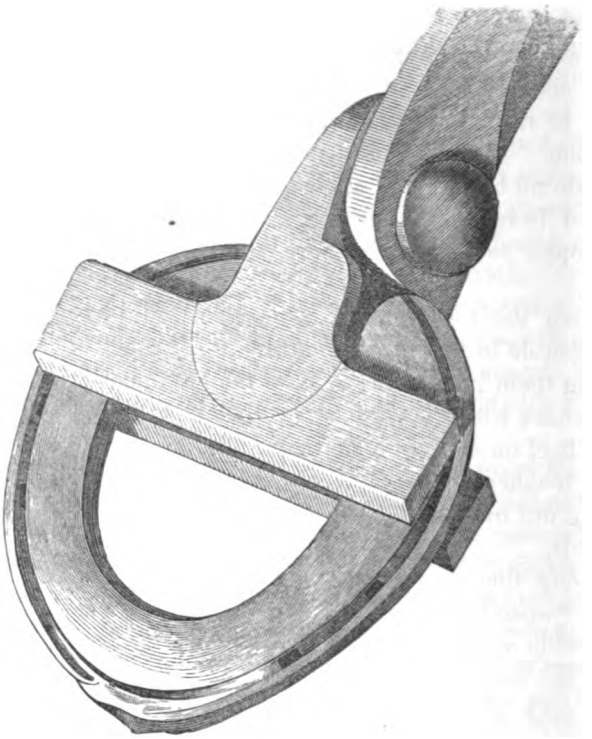
bear much. Still, the shoe should be turned up a little, so as to clear the ground; the horse will travel safer and better for it.

You can make a very handy tool for turning up the toe of a shoe by shutting a piece of iron, five inches long and one inch broad, crosswise on to each blade of a pair of smith's tongs; with this tool you will be able to grasp both limbs of the shoe

Figure 5.



at once, and not only turn up the toe over the end of the anvil, but restore the seating at the toe without bending the shoe or putting it out of shape, which you could not do by holding one limb at a time in a common tongs, without a great deal of trouble. The accompanying cut, figure 5, shows you this tool in use, with the ground-surface of the shoe uppermost for turning up the toe; and you have only to reverse it, keeping the same

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grasp of the shoe, and the foot-surface will come uppermost, ready to have the seating made good.

I will now suppose that you have shortened the toe of the hoof, rasped away the crust to receive the turned-up shoe, cut a notch for the clip, and turned up the toe of the shoe; you had better next spring the heels to prevent their burning the back part of the crust while you are fitting the shoe to the fore part; but you must bring them down again before you fit the quarters and heels, and never leave them sprung when the shoe is nailed on.

You must now put the toe of the shoe in the fire, and make it hot enough to mark the uneven portions of horn, which should be rasped away until an even bed is left for the shoe to rest upon. You need not fear to burn the toe of a strong foot; it can do no harm; but a weak foot with a thin crust of course will not bear much burning. Still, the shoe should be made hot enough to scorch the horn and show where it fails to fit close.

When the toe is more properly fitted, there will be very little trouble in fitting the quarters and heels. You have only to bring them in over the beak of the anvil, until the edge of the shoe ranges with the edge of the hoof back to the farthest point of the heel on each side, and continue the same sweep until it nearly touches the frog. There must be none of the shoe left sticking out beyond the hoof, either behind or at the sides of the heels.

I know that a great many smiths are very fond of what are called "open-heeled shoes," which means shoes with straight heels, wide apart, and projecting beyond the hoof, both behind and at the sides; and the only reason I have ever heard in favor of such shoes is a very bad one,—viz.; that the horse requires more support at the heels than he gets from the hoof. But you may depend upon it that nature has made no mistake about it; and if the horse really wanted more support than he gets from the heels of the hoof, he would have had it. But I think I shall prove to you that this kind of shoe, instead of being a benefit to the horse, is a positive evil to him; it interferes with his action, and exposes his sole and frog to serious injury from stones in the road, and the projecting portions of the shoe

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become ledges for stiff ground to cling to and pull the shoe off. More shoes are lost through these mischievous projections at the heels than from all other causes put together.

Let us see how it is that these projecting heels interfere with the horse's action. It is not necessary for this purpose to trouble you with the anatomy of the foot, but merely to state that all its parts are joined to each other in such a manner as to form one great spring, and that the foot is joined to the leg by the pastern and coronet bones in a direction slanting forward, which brings the foot a little in advance of the leg, and places the heels in front of a line dropped from the centre of the fetlock joined to the ground.

Figure 6.

Figure 6.—1. The shank or canon bone. 2. The pastern bone. 3. The coronet bone. 4. The sessamoid bone. A. The point where the weight of the horse would fall upon the upper end of the pastern bone. B. The point where a line dropped from A would meet the ground. C. The heel of the hoof.

Now, it is clear that the weight of the horse will fall upon the upper end of this slanting pastern bone at every step; and the bone, having a joint at each end of it, will sink to the weight thus thrown upon, it and break the force of the shock both to the leg and foot; but if the heels of the shoe are longer than the heels of the hoof, the projecting pieces of iron will meet the ground farther back than the natural heels would have done, and will check the sinking of the pastern bone, just as an upright pastern does, by bringing the heels too much under the centre of the weight, which causes the horse to step short and go stumpy.

If you wish to avoid these evils and keep the horse's shoes on his feet, you must bring in the heels, and let the shoe strictly follow the form of the foot, whatever that form may be.

The part of the foot that needs protection from injury, more than any other, is the "navicular joint," which rests upon the

frog about an inch or an inch and a quarter behind its point; and the only way to protect it is to keep the web of the shoe as wide at the heels as it is at the toe, and to bring in the heels until they nearly touch the frog. By so doing you lessen the opening of the shoe, and the web of one side or the other will strike upon the stones in the road and save the frog from coming with full force upon them. But open-heeled shoes leave the frog entirely exposed to very large stones, and cause many a bruise to the navicular joint, which lays the foundation of future incurable lameness.

I have often seen shoes so wide at the heels, that I have placed my clenched hand within the opening of the shoe without touching either side of it; and where my fist could go a stone as large could go.

Another great advantage of bringing in the heels and fitting the shoe close, is the certainty that the horse will not cast his shoe; you leave nothing for stiff ground to lay hold of, and, if you slightly bevel the inside quarter and heel of the shoe from the foot downwards, no ground in the world can pull it off, for the foot, expanding to the weight of the horse, enlarges the hole made by the shoe, and leaves more space for the shoe to come out of than it made for itself to go in at; but if the shoe projects beyond the hoof at any part, and more particularly at the heels, the foot cannot fill the hole made by the shoe, and stiff clay will cling round the projection and pull the shoe off.

Having so far finished the shoe, place it on the face of the anvil with the toe hanging over the side, and see that the foot-surface of the quarters and heels are quite level; then make it hot enough to scorch the hoof all round and form a bed for itself; without this it would be next to impossible to ensure close fitting; for, after you have made the foot as level as you can with the rasp, and the shoe as level as you can on the anvil, the chances are very much against their fitting like two planed boards, as they ought to do; and the quantity of horn to be thus removed is so small as not to be worth thinking about. It is a mistake to suppose that a hot shoe injures the hoof; it does nothing of the kind; and you cannot possibly fit a shoe properly without making it hot. I would not have you burn a shoe into its place on the foot, before you had taken care to

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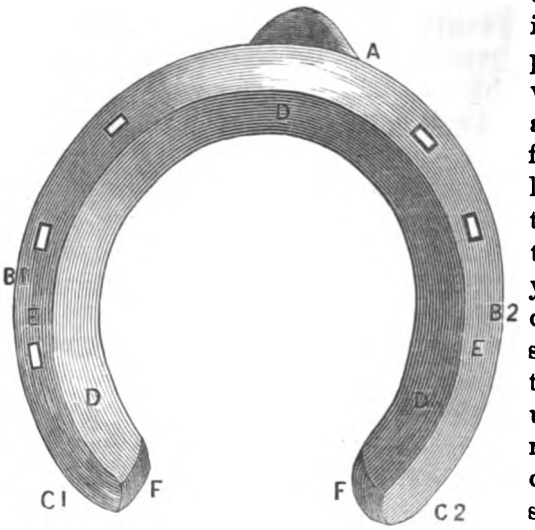
make both the foot and the shoe as level as you could; but when you have done that, the small quantity of burning that is necessary to make them come close together can do no harm. I have said before that a weak, thin crust will not bear as much heat as a strong one, and that the shoe should be applied less hot to it; nevertheless, it must be scorched, that you may be sure the shoe fits properly.

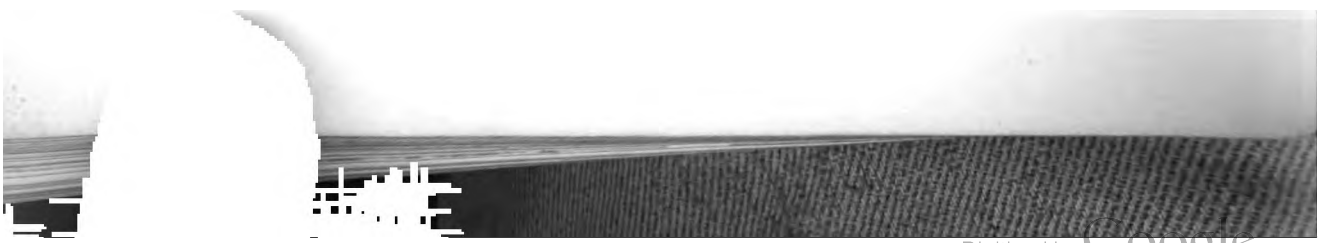
When you have cooled the shoe, you should "back-hole" it,—that is, make a free opening on the foot-surface for the nails to pass through; but mind that in doing so you do not make the holes incline inwards, by breaking down the inner edge of the holes more than the outer edge.

Figure 7.



Before you "file up" the shoe, hold it firmly in its place on the foot with both hands, and examine carefully whether any light appears between the foot and the shoe, and if you should perceive any, alter the shoe at once; for the crust must bear upon the shoe all round before you can say that the shoe fits the foot as it ought to do.

Filing up the Shoe.—Much time is often wasted in polishing the shoe with the file before it is nailed on; but all that is really needed is to get rid of the burs about the nail-holes, remove the sharp edges of the shoe, and round off the heels; taking care to apply the file hard to that part of both heels which comes next to the frog, so as to slant it from the ground upward and away from the frog; but you must not narrow the *ground*-surface of the web at the heels in doing so. The ac-



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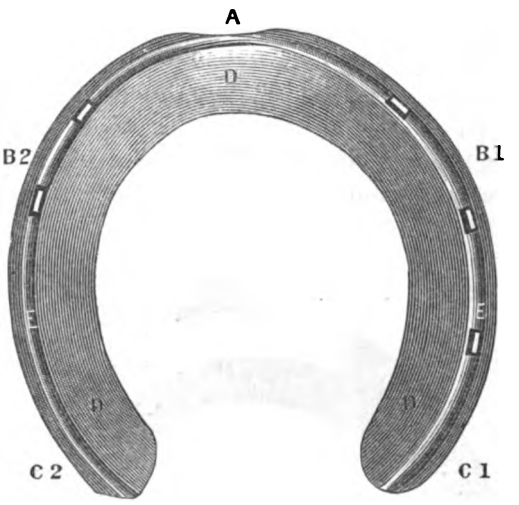
companying cuts, figures 7 and 8, represent both surfaces of a near fore-shoe; Fig. 7 shows the foot-surface, and Fig. 8 the ground-surface.

In Fig. 7, A is the clip at the toe, B 1 the outer quarter, B 2 the inner quarter, C 1 the outer heel, C 2 the inner heel, D the seating, E the flat surface for the crust to bear upon, F the heels bevelled off away from the frog.

Figure 8.



In Fig. 8, A is the toe, turned up out of the line of wear, B 1 the outer and B 2 the inner quarter, C 1 the outer and C 2 the inner heel, D the ground-surface of the web, as wide at the heels as it is at the toe, E the fullering, carried all round the shoe.

NAILS.—I must say a few words about the nails before we come to nailing on the shoe; because the nails in common use are as badly formed as they well can be. Their short wedge-shaped heads, wide at the top and narrow at the bottom, with shanks springing suddenly from the head without any shoulder, and ending in a long, narrow point, are most unsafe to trust a shoe to. The head of such a nail can never perfectly fill the hole in the shoe, for the wide top gets tied either in the fullering, or the upper part of the hole, before the lower part has reached the bottom, and when the head is about half worn away, the lower part is left loose in the hole and the shoe comes off. Now the nails I advise you to use—and you had better always make them for yourself—should have heads which are straight-sided at the upper part, and gradually die away into the shank at the lower part, so as to form a shoulder which will

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block the opening made in "back-holding" the shoe, and keep the shoe firmly in its place until it is quite worn out.

If you compare the two nails I have drawn, you will at once see which promises the firmer hold.

Figure 9.

Your nails should be made of the very best nail-rods you can get, and they should not be cooled too quickly, but be left spread about to cool by degrees; the longer in reason they are cooling, the tougher they will become. They should not, however, be allowed to lie in a heap to cool; the mass keeps in the heat too long, and makes them almost as brittle as if they had been cooled too suddenly.

Nailing on the Shoe.—If the nails are of a proper shape, the holes straight through the shoe, and the shoe fits the foot, it requires very little skill to nail it on; only put the point of the nail in the middle of the hole, keep the nail upright and drive it straight; it must come out in the right place, low down in the crust, without the possibility of wounding the sensitive parts of the foot. The shank of the nail will pass straight through the substance of the crust and gain a good firm hold of it, leaving you the strongest part from which to form a clinch. The clinches should be short and broad, and not thinned by rasping away any of their substance, but hammered at once into a notch made in the hoof under each, and the rasp should never be allowed to go over them after they have been hammered down; for the sharp steel rasp is very apt to cut through the soft iron clinch just where it turns down, and leave the appearance of a clinch, when in truth it has been cut off at the bend, and the loose end only remains buried in the notch in the hoof. You will do good by rasping *below* the clinches, because you will remove the horn that has been destroyed by the former nails; but on no account ever use the rasp *above* the clinches. If you do, you will tear off the thin outer covering of the hoof, which is placed there for the purpose of retaining the natural moisture and keeping the horn tough; and if you rasp it away

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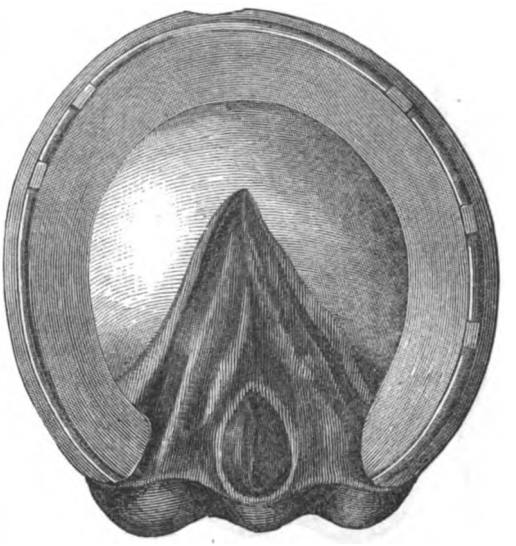
you will expose the horn to the air, and it will soon become dry and brittle, and make the hoof difficult to shoe. This thin covering of the hoof is like the shining covering of a man's finger-nail; and most people know from experience how dry and brittle and easily broken a finger-nail becomes when by any accident it loses that covering.

Figure 10.



The cuts, herewith, Figs. 10 and 11, represent the ground surface of a near fore foot with the shoe nailed on by five nails. Fig. 10 shows the shoe in its place on the foot, and Fig. 11 represents the same shoe made transparent, so that the parts of the foot that are covered by it are seen through it. A shows the crust, B the bars, and C the heels of the hoof supported by the shoe. I have invariably found that corns disappear altogether from a horse's foot after it has been shod two or three times in this manner, and that they never return while the same method of shoeing is continued.

Shoeing with Leather.—Many tender-footed horses travel best with a covering over the sole, and leather is commonly used for the purpose; but I think gutta percha a quarter of an inch thick, or waterproof felt of the same thickness, answer better, because they both resist wet and do not alter their shape as leather does. When leather is wetted it becomes soft, and heavy, and yielding; but in drying again it contracts and hardens, causing a frequent change of pressure on the frog, which does not happen with either of the other two substances. I have used felt for the last three or four years, and prefer it very

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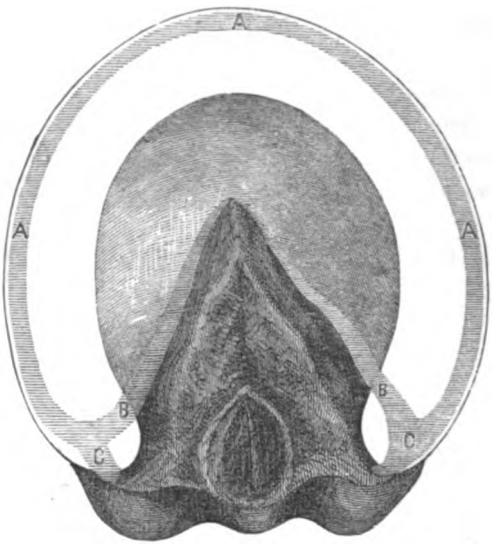
much. But whichever covering you use, it must be put on in the same way; so I will at once tell you how to do it. You must fit the shoe to the foot with as much care as if nothing were to be put under it; and when it is "filed up," and ready to be put on, lay it with the foot-surface downward on the covering, whatever it may be, and mark the form of the shoe upon it with the end of the drawing-knife; then cut the piece out, put it in its place upon the shoe, and fix them both in the vice, which will hold them close together, while you carefully cut the edge of the covering until it agrees with the edge of the shoe; then turn them in the vice together, so as to bring the heels of the shoe uppermost, and cut out a piece slightly curved downward from heel to heel, that nothing may be left projecting for the ground to lay hold of. The next thing to do is to smear the whole of the under surface of the foot well with Barbadoes tar mixed with a little grease; but be sure that you never use gas-tar instead of the other; for it dries up the horn and makes it as hard as flint, while Barbadoes tar keeps it moist and tough. Then you must fill the hollow between the frog and the crust on both sides with oakum—which is better for the purpose than tow—dipped in the tar, pressing it well into the hollow until the mass rises above the level of the frog on each side; but never put any oakum upon the frog itself, excepting a piece in the cleft to prevent the dirt and grit working in; very little is ever wanted on the sole in front of the frog. The use of the oakum is to protect the foot, but more especially the navicular

Figure 11.



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joint, which lies above and across the frog, from being jarred by stones on a hard road; and the best way of doing this is to fill the space on each side of the frog with oakum in such a manner that it shall share the pressure with the frog, and prevent the full force of the shock from falling on the navicular joint.

The usual mode of stopping a foot is to place a thick wad of tow over the whole surface of sole and frog together, making bad worse, by adding to the projection of the frog, and causing it to meet the ground sooner, and receive the full force of the jar.

You must now nail on the shoe with five nails, exactly as you would do if there was nothing under it; and if you have attended to the fitting, there will be no fear of the shoe shifting or coming off.

Figure 12.

The cut, Fig. 12, shows a foot stopped, ready for shoeing. The ends of the oakum placed in the cleft of the frog are collected together and carried across the body of the frog, to be mixed with the oakum on one side, which keeps it in its place in the cleft, and prevents it from working out behind.

Fig. 13 shows a foot properly shod with leather, and also the shape to which the leather should be cut between the heels of the shoe.

THE HIND SHOE.—The hind shoe, like the fore shoe, should be brought in at the heels, and be made to follow the exact

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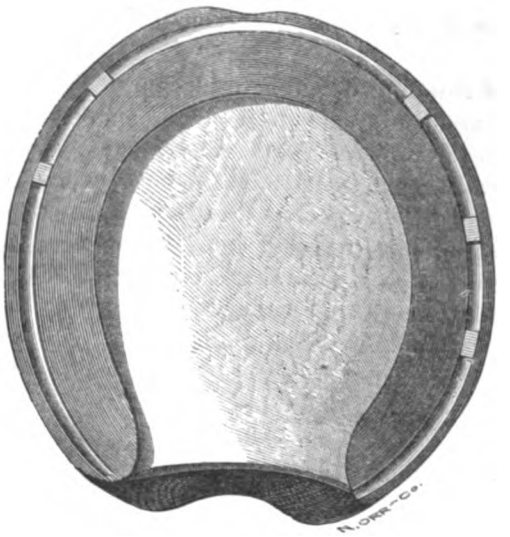
shape of the hoof; but, as the weight of the horse falls differently upon the hind feet to what it does upon the fore feet, and as the rider often obliges the horse to stop suddenly and without any warning when he is least prepared to do so, it becomes necessary to guard against strains of the hock and back-sinews, by raising the heels of the shoe; but this should be done in such a manner as will give both heels an even bearing upon the ground. Calkins may be, and, I believe, are, useful to heavy draught-horses, but they are objectionable for fast work; and turning down the outside heel alone should never be done; it throws the weight upon the inner quarter, which is the least able to bear it, and strains the fetlock joint. The plan I have adopted for many years is to have the last inch and a half toward the heel forged thicker than any other part of the shoe; the heels are then made red-hot, and the shoe is put in the vice with the hot heels projecting, which are beaten down with a hammer until they are about an inch long, and then the sides are made even and the foot and ground-surfaces level on the anvil. I have found horses travel pleasanter and receive less damage to their hocks, back-sinews, and fetlock joints, with these heels to their hind shoes, than they have with any others that I have tried.

Figure 18.



The toe of the hind shoe is exposed to great wear, and should be made stout and thick, and rather pointed, with a small clip in the middle, to prevent the shoe from being driven backward; and the back edge of the web should be rounded

off, to guard against "overreach." The toe should rest fairly on the ground, to enable the horse to get a good purchase for throwing his weight forward. It is a bad plan to make the toe broad, and to place clips at the side of it; it is almost sure to cause tbe very evil it was intended to prevent, by making the horse "forge," as it is called.

Many persons think that "forging" is caused by the front of the toe of the hind shoe striking against the heel of the fore shoe; but that is a mistake. The sound is produced in this way; when the horse raises his fore foot from the ground, and does not instantly throw it forward, but dwells in the action, the hind foot, following quickly, is forced into the opening of the fore shoe before the fore foot gets out of the way; and the corners of the broad toe, made still broader by the clips at the sides, are struck against the inner rim of the web of the fore shoe on each side just behind the quarters, and cause the unpleasant clicking sound. The only way to avoid this disagreeable noise is to make the hind shoe narrow at the toe, and rather pointed, with the clip in the centre; and then the point of the toe, clip and all, will enter the opening of the fore shoe held up to receive it, and be stopped by the sole or frog before any part of the two shoes can come together, and the noise will cease.

I have said that you should round off the back edge of the web at the toe to prevent an "overreach." It is commonly supposed that this also is done by the *front* of the toe; whereas, it is always done by the *back edge*, which in a well-worn shoe you will find is as sharp as a knife. Now, if the horse in galloping does not lift his fore foot from the ground, and throw it forward in time to make way for the hind foot, the hind foot overreaches it, and cuts a piece out of the soft parts above the heel, and produces a very troublesome wound.

The hind foot expands less than the fore foot; still, you should place the nail holes so as not to confine the foot. I have found four nails on the outside and three on the inside sufficient to hold any hind shoe firmly to the foot The holes on the inside should be stamped closer together than those on the outside, and they should be placed forward toward the toe, so as to leave the inside quarter and heel free to expand. A small foot

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may be shod with three nails on each side; but no foot requires more than seven altogether.

The two cuts, on this page, represent a near hind shoe. Fig. 14 shows a level surface for the foot to rest upon, the raised heels and the thickened toe, with a small clip in the centre.

Figure 14.

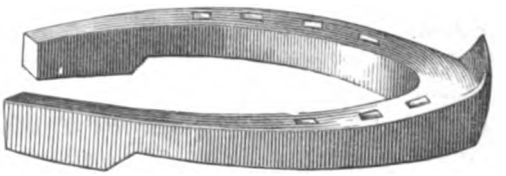
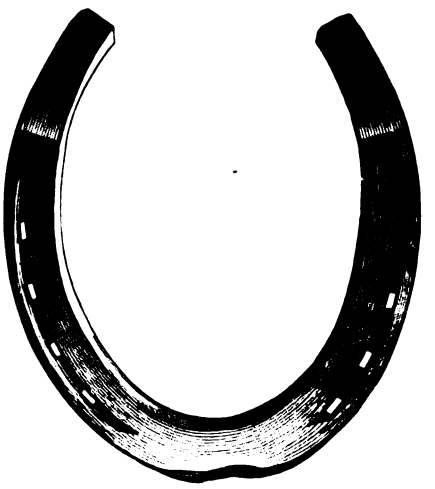


Fig. 15 shows the toe rather pointed, the back edge rounded, and the nail holes properly placed.

Figure 15.



Cutting.—Horses strike their feet against the opposite leg in such a variety of ways, both before and behind, that it is impossible to form a shoe that would suit every case of "cutting." I therefore advise you, whether the horse cuts before or behind, to fasten something like a boot covered thickly with wetted pipeclay over the place where he strikes the leg, and then trot him along the road; he will soon pick off some of the pipeclay with the opposite foot, and show you the exact part of the shoe he strikes with, which you can easily alter in the new shoe; and you will often be surprised to see how small a matter causes the mischief.

Removing.—The time at which a horse's shoes should be removed must depend very much upon circumstances. If a horse wears his shoes out in less than a month, they had better not be removed; and horses with thin, weak horn, which grows slowly, are likewise better left alone between each shoeing, un-

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less their shoes last six or seven weeks, in which case they should be removed once within the time; but horses with strong feet and plenty of horn, that wear their shoes a full month, should have them removed at the end of the first fortnight; and when horses are doing so little work, or wear their shoes so lightly that they last two months, they should be removed every fortnight, and at the second removal the shoes should be put in the fire and refitted, or the feet will outgrow the shoes; as the horn grows much quicker when a horse is idle than it does when he is in full work.

Having now gone carefully through all the circumstances necessary to good shoeing, and stated the reasons why certain things should *always* be done, and certain other things *never* done, I will repeat shortly the few things which *are to be done* in the order in which they occur; and you will find that they are really very few when separated from the reasons and explanations.

Raise the clinches with the buffer.

Have only one foot bare at a time.

Pare out the foot; but leave the frog alone.

Cut off the heels of the shoe as I have directed.

Open the nail holes straight through the shoe.

Form a clip at the toe, and turn up the toe of the shoe.

Fit the toe, then the quarters, and lastly the heels.

Heat the shoe, and apply it to the foot to see that it fits properly.

Cool the shoe, "back-hole" it, and file it up.

Nail it on with five nails, coming out low in the crust.

Hammer down the clinches without rasping them, and only rasp the hoof *below* them.

General Observations.—I have said that five nails are sufficient to hold on a fore shoe at any kind of work, in any country and at any pace; and I again advise you to employ that number, placing three on the outside of the shoe and two on the inside, because I know from experience that with the very commonest care on the part of the smith they will hold a shoe through any difficulty of ground or pace. But I am prepared to prove that they are *more* than sufficient for the purpose, and to show that many smiths *can* and *do* keep on a fore shoe by

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three nails only—*two* placed on the outside and *one* on the inside.

It is very nearly seven years since I have had more than three nails in the fore shoe of any one of my six horses, and they are all shod with thick felt and stopping; some of them do not require the felt, but, having begun it as an experiment some years ago, and finding no inconvenience from it, I have gone on with it. In a former work I published several cases of horses having done a variety of work with only three nails in each fore shoe; and I may now add another, which happened to a horse of my own last year, and which ought to set the question at rest, supposing any doubt still to exist as to the capability of three nails to hold a shoe. The horse I allude to is twenty-eight years old; he is a high stepper, and impetuous in company, and has large flat feet, which grow horn very sparingly, so that it is quite necessary to protect his feet by a stout shoe with felt and stopping under it. He happens to be a particularly nice lady's horse for one who has plenty of nerve and can ride well; and I lent him to join in a large riding party of ladies and gentlemen, on a visit at a friend's house, who took long daily rides in a very hilly district, regardless of pace, over commons covered with heath, furze, and stones, through rough stony lanes, and in every variety of ground; and, although his shoes had been on ten days when I sent him away, he returned to me at the end of five weeks with his shoes worn out certainly, but firm on his feet, and the clinches all close. I mention this last circumstance because it is a proof that his shoes had been put on with proper care; for whenever you find a clinch rise you may be certain that you have done something wrong; either the crust did not bear upon the shoe all round, or the nail holes did not pass straight through the shoe, or the heads of the nails did not fill the bottom of the holes. Any one of these things may cause a clinch to rise; and a risen clinch is a sure sign of careless shoeing.

I may mention, as further proof of the sufficiency of three nails to keep on a shoe, that Colonel Key, who commands the 15th Hussars, at present stationed at Exeter, has four horses shod with three nails only in each fore shoe. Finding how my horses were shod, he was induced to try the plan upon his hack,

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and felt so satisfied with the result that he immediately had the others similarly shod, and continues to do so; and an officer in the Prussian Hussars, who did me the honor to translate my book upon the Horse's Foot into German, and published it at his own expense at Frankfort-sur-Maine, writes me that *his* horses also are shod with three nails only in each fore shoe, and that he finds no difficulty whatever in keeping their shoes on.

I think I may consider, that I have now proved beyond dispute that a fore shoe *can* be kept on by *three* nails; therefore, *he* must be a sorry bungler indeed who cannot manage it with *five*."—MILES *on Horse-Shoeing.*

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DISEASES OF THE HORSE.

It may be readily supposed that the animal doomed to the manner of living which every variety of the horse experiences, will be peculiarly exposed to numerous forms of suffering; every natural evil will be aggravated, and many new and formidable sources of pain and death will be superadded.

Interest and humanity require that we should become acquainted with the nature, and causes, and remedy of the diseases of the horse. Only a slight sketch of them can be given here, but sufficient perhaps to enable the owner to avoid their causes, to recognize their existence, and to induce him, without dangerous delay, to apply to the proper quarter for their removal or alleviation.

The principal diseases of the horse are connected with the circulatory system. From the state of habitual excitement in which the animal is kept, in order to enable him to execute his task, the heart and the blood-vessels will often act too impetuously; the vital fluid will be hurried along too rapidly, either through the frame generally or some particular part of it, and there will be congestion, accumulation of blood in that part, or inflammation, either local or general, disturbing the functions of some organ or of the whole frame.

Congestion.—Take a young horse on his first entrance into the stables; feed him somewhat highly, and what is the consequence? He has swellings of the legs, or inflammation of the joints, or perhaps of the lungs. Take a horse that has lived

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somewhat above his work, and gallop him to the top of his speed; his nervous system becomes highly excited—the heart beats with fearful rapidity—the blood is pumped into the lungs faster than they can discharge it—the pulmonary vessels become gorged, fatigued, and utterly powerless—the blood, arrested in its course, becomes viscid, and death speedily ensues. We have but one chance of saving our patient—the instantaneous and copious abstraction of blood; and only one means of preventing the recurrence of this dangerous state; namely, not suffering too great an accumulation of the sanguineous fluid by over-feeding, and by regular and systematic exercise, which will inure the circulatory vessels to prompt and efficient action when they are suddenly called upon to exert themselves. This is an extreme case, but the cause and the remedy are sufficiently plain.

Again, the brain has functions of the most important nature to discharge, and more blood flows through it than through any other portion of the frame of equal bulk. In order to prevent this organ from being oppressed by a too great determination of blood to it, the vessels, although numerous, are small, and pursue a very circuitous and winding course. If a horse highly fed, and full of blood, is suddenly and sharply exercised, the course of the blood is accelerated in every direction, and to the brain among other parts. The vessels that ramify on its surface, or penetrate its substance, are completely distended and gorged with it; perhaps they are ruptured, and the effused blood presses upon the brain; it presses upon the origins of the nerves, on which sensation and motion depend, and the animal suddenly drops powerless. A prompt and copious abstraction of blood, or, in other words, a diminution of this pressure, can alone save the patient. Here is the nature, the cause, and the treatment of apoplexy.

Sometimes this disease assumes a different form. The horse has not been performing more than his ordinary work, or perhaps he may not have been out of the stable. He is found with his head drooping and his vision impaired. He is staggering about. He falls, and lies half-unconscious, or he struggles violently and dangerously. There is the same congestion of blood in the head, the same pressure on the nervous organs, but pro-

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duced by a different cause. He has been accustomed habitually to overload his stomach, or he was, on the previous day, kept too long without his food, and then he fell ravenously upon it, and ate until his stomach was completely distended and unable to propel forward its accumulated contents. Thus distended, its blood-vessels are compressed, and the circulation through them is impeded, or altogether suspended. The blood is still forced on by the heart, and driven in accumulated quantity to the other organs, and to the brain among the rest; and there congestion takes place, as just described, and the animal becomes sleepy, unconscious, and, if he is not speedily relieved, he dies. This, too, is apoplexy; the horseman calls it stomach staggers. Its cause is improper feeding. The division of the hours of labor, and the introduction of the nose-bag, have much diminished the frequency of its occurrence. The remedies are plain; bleeding, physicking, and the removal of the contents of the stomach by means of a pump contrived for that purpose.

Congestions of other kinds occasionally present themselves. It is no uncommon thing for the blood to loiter in the complicated vessels of the liver, until the covering of that viscus has burst, and an accumulation of coagulated black blood has presented itself. This congestion constitutes the swelled legs to which so many horses are subject when they stand too long idle in the stable; and it is a source of many of the accumulations of serous fluid in various parts of the body, and particularly in the chest, the abdomen, and the brain.

Inflammation is opposed to congestion, as consisting in an active state of the capillary arterial vessels; the blood rushes through them with far greater rapidity than in health, from the excited state of the nervous system, by which they are supplied.

Inflammation is either local or diffused. It may be confined to one organ, or to a particular portion of that organ; it may involve many neighboring ones, or it may be spread over the whole frame. In the latter case it assumes the name of fever. Fever is general or constitutional inflammation, and it is said to be sympathetic or symptomatic when it can be traced to some local affection or cause, and idiopathic when we cannot so trace it. The truth probably is, that every fever has its local cause;

but we have not a sufficient knowledge of the animal economy to discover that cause.

Inflammation may be considered with reference to the membranes which it attacks.

The MUCOUS MEMBRANES line all the cavities that communicate with the external surface of the body. There is frequent inflammation of the membrane of the mouth. Blain, or glysynthrax, is a vesicular enlargement which runs along the side of the tongue. Its cause is unknown. It should be lanced freely and deeply, and some aperient medicine administered. Barbs, or paps, are smaller enlargements, found more in the neighborhood of the bridle of the tongue. They should never be touched with any instrument; a little cooling medicine will generally remove them. Lampas is inflammation of the palate, or enlargement of the bars of the palate. The roof of the mouth may be slightly lanced, or a little aperient medicine administered; but the sensibility of the mouth should never be destroyed by the application of the heated iron. Canker and wounds in the mouth, from various causes, will be best remedied by diluted tincture of myrrh, or a weak solution of alum.

Foreign bodies in the gullet may be generally removed by means of the probang used in the hove of cattle; or the æsophagus may be opened, and the obstructing body taken out.

It is on the mucous membranes that poisons principally exert their influence. The yew is the most frequent vegetable poison. The horse may be saved by timely recourse to equal parts of vinegar and water ejected into the stomach, after the poison has been as much as possible removed by means of the stomach pump. For arsenic or corrosive sublimate there is rarely any antidote.

SPASMODIC COLIC is too frequently produced by exposure to cold, the drinking of cold water, or the use of too much green meat. The horse should be walked about, strong friction used to the belly, and spirit of turpentine given in doses of two ounces, with an ounce each of laudanum and spirit of nitrous æther, in warm water, ale, or gruel. If the spasm is not soon relieved, the animal should be bled, and injections of warm water with a solution of aloes thrown up, if constipation exists. This spasmodic action of the bowels, when long continued, is

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liable to produce introsusception, or entanglement, of them; and the case is then hopeless.

Superpurgation often follows the administration of a too strong or improper dose of physic. The torture which it produces will be evident by the agonized expression of the countenance, and the frequent looking at the flanks. Plenty of thin starch or arrowroot should be given both by the mouth and by injection; and, twelve hours having passed without relief being experienced, chalk, catechu, and opium should be added to the gruel.

Worms in the intestines are not often productive of much mischief, except they exist in very great quantities. Small doses of emetic tartar or calomel, with a little ginger, may be given to the horse half an hour before his first meal, in order to expel the round white worm; it must be worked off with linseed oil, or aloes, and injections of linseed oil or aloes will usually remove the ascarides, or needle-worms.

Catarrh, or cold, inflammation of the upper air-passages, should never be long neglected. A few mashes, or a little medicine will usually remove it. If it is neglected, and, occasionally, in defiance of all treatment, it will degenerate into other diseases. The larynx may become the principal seat of inflammation.

Laryngitis will be shown by extreme difficulty of breathing, accompanied by a strange roaring noise, and an evident enlargement and great tenderness of the larynx when felt externally. The windpipe must be opened in such case, and the best advice will be necessary. Sometimes the subdivisions of the trachea, before or when it first enters the lungs, will be the part affected, and we have bronchitis. This is characterized by a quick and hard breathing, and a peculiar wheezing sound, with the coughing up of mucus. Here, too, decisive measures must be adopted, and a skilful practitioner employed. His assistance is equally necessary in distemper, influenza, and epidemic catarrh, names indicating varieties of the same disease, and the product of atmospheric influence; differing to a certain degree in every season, but in all characterized by intense inflammation of the mucous surfaces, and rapid and utter prostration of strength, and in all demanding the abate-

ment of that inflammation, and yet little expenditure of vital power.

Cough may degenerate into inflammation of the lungs; or this fearful malady may be developed without a single premonitory symptom, and prove fatal in twenty-four, or even in twelve hours. It is mostly characterized by deathly coldness of the extremities, expansion of the nostril, redness of its lining membrane, singularly anxious countenance, constant gazing at the flank, and an unwillingness to move. A successful treatment of such a case can be founded only on the most prompt and fearless and decisive measures; the lancet should be freely used. Counter-irritants should follow as soon as the violence of the disease is in the slightest degree abated; sedatives must succeed to them; and fortunate will he be who often saves his patient after all the decisive symptoms of pneumonia are once developed.

Among the consequences of these severe affections of the lungs, are chronic cough, not always much diminishing the usefulness of the horse, but strangely aggravated at times by any fresh accession of catarrh, and too often degenerating into thick wind, which always materially interferes with the speed of the horse, and in a great proportion of cases terminates in broken wind. It is rare, indeed, that either of these diseases admits of cure. That obstruction in some part of the respiratory canal, which varies in almost every horse, and produces the peculiar sound termed roaring, is also rarely removed. Roaring is a malady of such frequent occurrence and such disastrous consequences that it will be found more discursively treated upon in the concluding pages.

Glanders, the most destructive of all the diseases to which the horse is exposed, is the consequence of breathing the atmosphere of foul and vitiated stables. It is the winding up of almost every other disease, and in every stage it is most contagious. Its most prominent symptoms are a small but constant discharge of sticky matter from the nose; an enlargement and induration of the glands beneath and within the lower jaw, on one or both sides, and, before the termination of the disease, chancrous inflammation of the nostril on the same side with the enlarged gland. Its contagiousness should never be forgotten,

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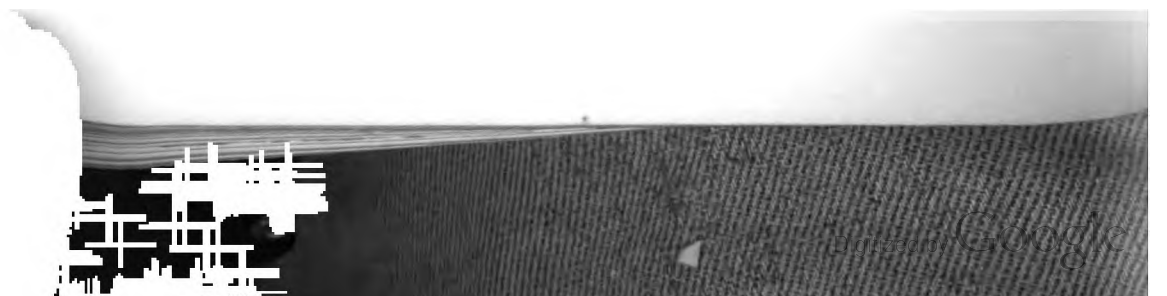
for, if a glandered horse be once introduced into a stable, almost every inhabitant of that stable will sooner or later become infected and die.

The urinary and genital organs are also lined by mucous membranes. The horse is subject to inflammation of the kidneys, from eating musty oats or mow-burnt hay, from exposure to cold, injuries of the loins, and the imprudent use of diuretics. Bleeding, physic, and counter irritants over the regions of the loins should be had recourse to. Diabetes, or profuse staling, is difficult to treat. The inflammation that may exist should first be subdued, and then opium, catechu, and the uva ursi administered. Inflammation of the bladder will be best alleviated by mucilaginous drinks of almost any kind, linseed gruel taking precedence of all others. Inflammation of the neck of the bladder, evinced by the frequent and painful discharge of small quantities of urine, will yield only to the abstraction of blood and the exhibition of opium. A catheter may be easily passed into the bladder of the mare, and urine evacuated; but it will require a skilful veterinary surgeon to effect this in the horse. A stone in the bladder is readily detected by the practitioner, and may be extracted with comparative ease. The sheath of the penis is often diseased, from the presence of corrosive mucous matter. This may easily be removed with warm soap and water.

To the mucous membranes belong the conjunctival tunic of the eye; and the diseases of the eye generally may be here considered. A scabby itchiness on the edge of the eyelid may be cured by a diluted nitrated ointment of mercury. Warts should be cut off with the scissors, and the roots touched with lunar caustic. Inflammation of the haw should be abated by the employment of cooling lotions, but that useful defence of the eye should never, if possible, be removed. Common ophthalmia will yield as readily to cooling applications as inflammation of the same organ in any other animal; but there is another species of inflammation, commencing in the same way as the first, and for a while apparently yielding to treatment, but which changes from eye to eye, and returns again and again, until blindness is produced in one or both organs of vision. The most frequent cause is hereditary predisposition. The reader cannot be too



often reminded that the qualities of the sire, good or bad, descend, and scarcely changed, to his offspring. How moon-blindness was first produced no one knows; but its continuance in our stables is to be traced to this cause principally, or almost alone; and it pursues its course until cataract is produced, for which there is no remedy. Gutta serena—palsy of the optic nerve—is sometimes observed, and many have been deceived, for the eye retains its perfect transparency. Here also medical treatment is of no avail.

The serous membranes are of great importance. The brain and spinal marrow, with the origins of the nerves, are surrounded by them; so are the heart, the lungs, the intestinal canal, and the organs whose office it is to prepare the generative fluid.

Inflammation of the Brain.—Mad staggers fall under this division. It is inflammation of the meninges, or envelopes of the brain, produced by over exertion, or by any of the causes of general fever, and it is characterized by the wildest delirium. Nothing but the most profuse blood-letting, active purgation, and blistering the head, will afford the slightest hope of success. Tetanus, or locked-jaw, is a constant spasm of all the voluntary muscles, and particularly those of the neck, the spine, and the head, arising from the injury of some nervous fibril—that injury spreading to the origin of the nerve—the brain becoming affected, and universal and unbroken spasmodic action being the result. Bleeding, physicking, blistering the course of the spine, and the administration of opium in enormous doses, will alone give any chance of cure. Epilepsy is not a frequent disease in the horse, but it seldom admits of cure. It is also very apt to return at the most distant and uncertain intervals. Palsy is the suspension of nervous power. It is usually confined to the hinder limbs, and sometimes to one limb only. Bleeding, physicking, antimonial medicines, and blistering of the spine, are most likely to produce a cure; but they too often utterly fail of success. Rabies, or madness, is evidently a disease of the nervous system, and, once being developed, is altogether without remedy. The utter destruction of the bitten part with the lunar caustic, soon after the infliction of the wound, will,

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however, in a great majority of cases prevent that development.

Pleurisy, or inflammation of the serous covering of the lungs and the lining of the cavity of the chest, is generally connected with inflammation of the substance of the lungs; but it occasionally exists independent of any state of those organs. The pulse is in this case hard and full, instead of being oppressed; the extremities are not so intensely cold as in pneumonia; the membrane of the nose is a little reddened, and the sides are tender. It is of importance to distinguish accurately between the two, because in pleurisy more active purgation may be pursued, and the effect of counter-irritants will be greater, from their proximity to the seat of disease. Copious bleedings and sedatives here also should be had recourse to. It is in connection with pleurisy that a serous fluid is effused in the chest, the existence and the extent of which may be ascertained by the practised ear, and which in many cases may be safely evacuated.

The heart is surrounded by a serous membrane—the pericardium, that secretes a fluid, the interposition of which prevents any injurious friction or concussion in the constant action of this organ. If this fluid increases to a great degree, it constitutes dropsy of the heart, and the action of the heart may be impeded or destroyed. In an early stage it is difficult to detect, and in every stage difficult to cure.

The heart itself is often diseased; it sympathizes with the inflammatory affection of every organ, and therefore is itself occasionally inflamed. Carditis, or inflammation of the heart, is characterized by the strength of its pulsations, the tremor of which can be seen, and the sound can be heard at a distance of several yards. Speedy and copious blood-letting will afford the only hope of cure in such a case.

The outer coat of the stomach and intestines is composed of a serous membrane—the peritoneum, which adds strength and firmness to their textures, attaches and supports and confines them in their respective places, and secretes a fluid that prevents all injurious friction between them. This coat is exceedingly subject to inflammation, which is somewhat gradual in its approach. The pulse is quickened, but small; the legs cold;

the belly tender; there is constant pain, and every motion increases it; there is also rapid and great prostration of strength. These symptoms will sufficiently characterize peritoneal inflammation. Bleeding, aperient injections, and extensive counter-irritation, will afford the only hope of cure.

The time for castration varies according to the breed and destiny of the horse. On the farmer's colt it may be effected when the animal is not more than four or five months old, and it is comparatively seldom that a fatal case then occurs. For other horses, much depends on their growth, and particularly on the development of their fore-quarters. An improvement has been effected in the old mode of castrating, by opening the scrotum, and the division of the cord by the knife, instead of the heated iron.

Synovial or joint membranes are interposed between the divisions of the bones, and frequently between the tendons, in order to secrete a certain fluid that shall facilitate motion and obviate friction. Occasionally the membrane is lacerated, and the synovia escapes. This is termed open joint, and violent inflammation rapidly ensues. The duty of the practitioner is to close this opening as quickly as possible. Superacetate of lead one part, and water four parts, may be applied or injected into the cavity, frequently with success. A great deal of inflammation and engorgement are produced around the opening, partially, if not altogether, closing it, or at least enabling the coagulated synovia to occupy and obliterate it. Perhaps, in order to secure the desired result, the whole of the joint should be blistered. After this a bandage should be firmly applied, and kept on as long as it is wanted. If there is any secondary eruption of the synovia, the cautery must be had recourse to.

Spavin is an enlargement of the inner side of the hock. The splint-bones support the inferior layer of those of the hock, and as they sustain a very unequal degree of concussion and weight, the cartilaginous substance which unites them to the shank-bone takes on inflammation. It becomes bony instead of cartilaginous; and the disposition to this change being set up in the part, bony matter continues to be deposited, until a very considerable enlargement takes place, known by the name of spavin, and there is considerable lameness in the hock-joint. The bony tumor is

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blistered, and probably fired, but there is no diminution of the lameness until the parts have adapted themselves, after a considerable process of time, to the altered duty required of them, and then the lameness materially diminishes, and the horse becomes, to a considerable extent, useful. Curb is an enlargement of the back of the hock, three or four inches below its point. It is a strain of the ligament which there binds the tendons down in their place. The patient should be subjected to almost absolute rest; a blister should be applied over the back of the tumor, and occasionally firing will be requisite to complete the cure. Near the fetlock, and where the tendons are exposed to injury from pressure or friction, little bags or sacs are placed, from which a lubricating mucous fluid constantly escapes. In the violent tasks which the horse occasionally has to perform, these become bruised, inflamed, enlarged and hardened, and are termed windgalls. They blemish the horse, but are no cause of lameness after the inflammation has subsided, unless they become very much enlarged. The cautery will then be the best cure. Immediately above the hock, enlargements of a similar nature are sometimes found, and as they project both inwardly and outwardly, they are termed thorough-pins. They are seldom a cause of lameness; but they indicate great, and perhaps injurious, exertion of the joint. On the inside of the hock a tumor of this kind, but of a more serious nature, is found. It is one of these enlarged mucous bags, but very deeply seated; and the subcutaneous vein of the hock passing over it, the course of the blood through the vein is thus in some measure arrested, and a portion of the vessel becomes distended. This is a serious evil, since, from the deep-seatedness of the mucous bag, it is almost impossible to act effectually upon it. It is termed bog or blood spavin.

The cellular tissue which fills the interstices of the various organs, or enters into their texture, is the seat of many diseases. From the badness of the harness, or the brutality of the attendant, the poll of the horse becomes contused. Inflammation is set up—considerable swelling ensues; an ulcerative process soon commences, and chasms and sinuses of the most frightful extent begin to be formed. The withers also are occasionally bruised, and the same process takes place there, and

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sinuses penetrate deep beneath the shoulder, and the bones of the withers are frequently exposed. These abscesses are termed poll evil and fistulous withers, and in the treatment of them the horse is often tortured to a dreadful extent. A better mode of management has, however, been introduced; setons are passed through the most dependent parts; no collection of sanious fluid is permitted to exist, and milder stimulants are applied to the surface of the ulcer.

An abscess of a peculiar character is found between the branches of the lower jaw in young horses. It is preceded by some degree of fever. It is usually slow in its progress, but at length it attains a considerable size, including the whole of the cellular tissue in that neighborhood. There is one uniform mass of tumefaction. This is strangles. It seems to be an effort of nature to get rid of something that oppresses the constitution, and the treatment of it is now simple and effectual. It is encouraged by fomentation and blisters. It is punctured as soon as the fluctuations of a fluid within it can be fairly detected; the pus speedily escapes, and there is an end of the matter.

FARCY.—While the arterial capillaries are engaged in building up the frame, the absorbents are employed in removing that which is not only useless, but would be poisonous and destructive. They take up the matter of glanders and of every ulcerating surface, and they are occasionally irritated, inflamed, and ulcerated, from the acrimonious nature of the poison which they carry; the absorbents are furnished with numerous valves; the fluid is for a while arrested by them, and there the inflammation is greatest, and ulceration takes place. This is the history of the farcy-cords and buds. Farcy is a highly contagious disease, whether or not it be connected with glanders. It, however, occasionally admits of cure, from the application of the cautery to the buds, and the administration of the corrosive sublimate or the sulphate of iron internally.

The skin of the horse is subject to various diseases. Large pimples or lumps suddenly appear upon it, and, after remaining a few days, the cuticle peels off, and a circular scaly spot is left. This is called surfeit. The cause is obscure, but principally referable to indigestion. A slight bleeding will always be

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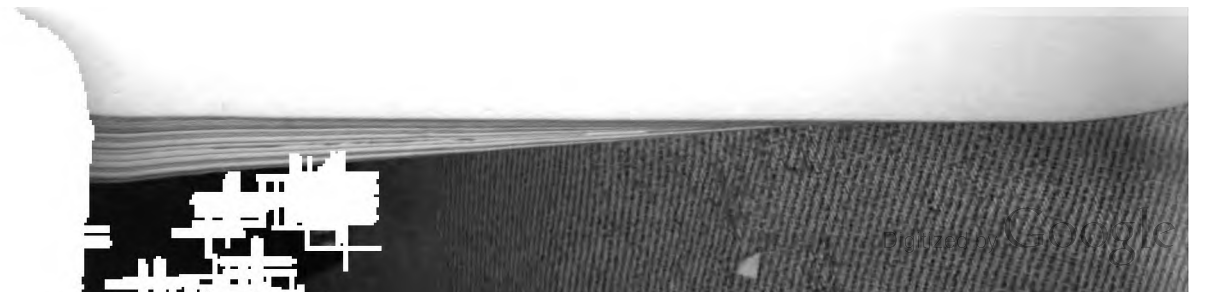
serviceable. Physic rarely does good, but alteratives composed of nitre, black antimony, and sulphur, will be very beneficial. Mange is a disease of a different character; it is the curse of the stable into which it enters, for it will almost certainly affect every horse. Thorough dressings with Barbadoes tar and linseed-oil, in the proportion of one of the former to three of the latter, will be the most effectual external application, while alteratives and physic should be given internally. Hide-bound is a very appropriate term for the peculiar sticking of the hide to the ribs when a horse is out of condition. The subcutaneous adipose matter is all absorbed. The alterative above recommended will be very useful here.

The legs, and the hind ones more than the fore ones, are subject to frequent, and great, and obstinate swellings, attended with great pain and considerable fever. It is acute inflammation of the cellular substance of the legs. Physic and diuretics, and tonics if there is the slightest appearance of debility, are the proper means of cure. Friction and bandages will also be useful occasionally. There are two causes, diametrically opposed to each other, which occasion the legs to swell; an inspissated or plethoric condition of the blood; the other, debility of the system. The remedy must depend on the cause; in the first case, moderate doses of physic, combined with diuretics, according to a formula given at the conclusion; in the other case, tonics, with good keep, are necessary.

Grease is an undue secretion of the fluid which was designed to lubricate the skin of the heels; and that secretion is also altered in quality. The hind legs begin to swell—a fluid exudes from the heels—the hairs of the heels become erect like so many bristles, and the skin of the heel is hot and greasy. Soon afterwards cracks appear across the heel; they discharge a thick and offensive matter, and then deepen. They spread up the leg, and so does the tumefaction of the part. In process of time the skin, inflamed and ulcerated, undergoes an alteration of structure; prominences or granulations appear on it, assuming the appearance of a collection of grapes, or the skin of a pine-apple. They increase, and a fetid discharge appears from the crevices between them.

The cause is generally neglect of the horse. He is suffered



to stand in the stable with his heels cold and wet, which necessarily disposes them to inflammation and disease.

In the first stage of grease, bran, or turnip, or carrot poultices will be serviceable, with moderate physic. Then astringents must be employed; and the best are alum or sulphate of copper in powder, mixed with several times the quantity of bole Armenian, and sprinkled on the sores. These should be alternated every three or four days. The grapy heels are a disgrace to the stable in which they are found, and admit not of radical cure.

Splints are bony enlargements, generally on the inside of the leg, arising from undue pressure on the inner splint-bone; and this is either caused by the natural conformation of the leg, or violent blows on it. These excrescences will often gradually disappear, or will yield to a simple operation, or to the application of the hydriodate of potash or blister ointment. Sprains, if neglected, occasionally become very serious evils. Rest, warm fomentations, poultices, or, in bad cases, blistering, are the usual remedies. Windgalls, if they are of considerable size, or accompanied by much inflammation or lameness, will find in a blister the most effectual remedy. Sprains of the fetlock demand prompt and severe blistering; nothing short of this will produce a permanent cure. Sprains of the pastern and coffin-joints demand still more prompt and decisive treatment. If neglected, or inefficiently managed, the neighboring ligaments will be involved, more extensive inflammation will be set up, and bony matter, under the name of ring-bone, will spread over the pasterns and cartilages of the foot. Firing alone will, in the majority of cases, be efficient here.

Inflammation of the Foot, or acute founder.—In speaking of the structure of the foot, the laminæ, or fleshy plates on the front and sides of the coffin-bone were described. From over-exertion, or undue exposure to cold or wet, or sudden change from cold to heat, inflammation of these laminæ is apt to occur; and a dreadfully painful disease it is. It is easily detected by the heat of the feet, and the torture which is produced by the slightest touch of the hammer. The shoe must be removed, the sole well pared out, plentiful bleeding from the toe had recourse to, the foot well poulticed, and cooling medicines resorted to.

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The bleeding should be repeated, if manifest benefit is not procured, and cloths dipped in dissolved nitre, which are colder than the common poultice, should be substituted. After this, a poultice around the foot and pastern should succeed. Little food should be given, and that must consist of mashes and a cooling diet.

Pumiced Feet.—This is one of the consequences of inflamed feet. The sole of the foot becomes flattened, or even convex, by the pressure of the weight above. There is no cure here, and the only palliation of the evil is obtained from the application of a shoe so bevelled off from the crust that it shall not press upon or touch the sole. This, however, is only a temporary palliation, for the sole will continue to project, and the horse will be useless.

Contracted Feet.—By this is meant an increase in the length of the foot, and a gradual narrowing as the heels are approached; and, as the necessary consequence of this, a diminution of the width of the foot, and a concavity of the sole. In point of fact, the whole of the foot, including the coffin-bone, becomes narrowed, and consequently elongated. This change of form is accompanied by considerable pain; the action of the horse is altered; there is a shortened tread, and a hesitating way of putting the foot to the ground.

The frog and heel should expand when the weight of the horse descends and is thrown upon them, but the nailing of the shoe at the heels prevents it. Thence the pain and lameness. Mr. Turner, of Regent street, obviates this by a very simple method. He puts four or five nails in the shoe on the outside, and only two on the inside. There is then sufficient room for the natural expansion to take place, and the foot and action of the horse are little or not at all changed. This is an admirable contrivance, and recourse should always be had to it.

The Navicular Joint disease.—There are many horses with open and well-formed feet that are lame. In every motion of the foot, there is a great deal of action between the navicular bone and the flexor tendon which passes over it, in order to be inserted into the navicular bone. From concussion, or violent emotion, the membrane or the cartilage which covers the navicular bone is bruised or abraded, the horse becomes

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lame, and often continues so for life. This disease admits of remedy to a very considerable extent; no one, however, but a skilful veterinary surgeon is capable of successfully undertaking it.

SAND-CRACK is a division of the crust of the hoof from the upper part of it downward. It bespeaks brittleness of the foot, and often arises from a single false step. If the crack has not penetrated through the horn, it must, nevertheless, be pared fairly out, and generally a coating of pitch should be bound round the foot. If the crack has reached the quick, that must be done which ought to be done in every case—a skilful surgeon should be consulted, otherwise false quarter may ensue.

FALSE QUARTER is a division of the ligament by which the crust is secreted. It is one of the varieties of sand-crack, and exceedingly difficult of cure.

TREAD, OR OVER-REACH, is a clumsy habit of setting one foot upon or bruising the other. It should immediately and carefully be attended to, or a bad case of quittor may ensue. Fomentations in the first instance, and, if much inflammation exists, poultices, to be followed by a mild styptic; tincture of myrrh, or Friar's balsam, will soon effect a cure.

QUITTOR is the formation of little pipes between the crust and the hoof, by means of which the purulent matter secreted from some wound beneath the crust makes its escape. The healing of this, and of every species of prick or wound in the sole or crust, is often exceedingly difficult.

CORNS are said to exist when the posterior part of the foot between the external crust and the bars is unnaturally contracted, and becomes inflamed. Corns are the consequence of continued and unnatural pressure. The cure of corns must be attempted by removing the cause—namely, the pressure.

THRUSH is the consequence of filth and unnatural pressure on the frog. It is the cause and the effect of contraction, whether it is found in the heels of the fore feet or the hinder ones. It is not difficult of cure when taken in time; but when neglected, it often becomes a very serious matter. Cleanliness, fomentations, dressing the part with tincture of myrrh, and frequent applications of tar, are the best remedies.

CANKER is the consequence of thrush, or, indeed, of almost

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every disease of the foot. It is attended by a greater or less separation of horn, which sometimes leaves the whole of the sole bare. This also, like the diseases of the foot generally, is difficult of cure.

Few things are more neglected, and yet of greater importance to the comfort and durability of the horse, than a proper system of shoeing. It is necessary that the foot should be defended from the wear and tear of the roads; but that very defence too often entails on the animal a degree of injury and suffering scarcely credible. The shoe is fixed to the foot, and often interferes with and limits the beautiful functions of that organ, and thus causes much unnecessary inflammation and mischief.

The shoe of a healthy foot should offer a pefectly flat surface to the ground. The bearing or weight of the horse will then be diffused over the surface of the shoe, and there will be no injurious accumulation of it on different points. Too often, however, there is a convexity towards the inner edge, which causes an inequality of bearing, which breaks and destroys the crust, and pinches the sensible parts. Round the outer edge of the shoe, and extended over two-thirds of it on the lower surface, a groove is sunk, through which pass the nails for the fastening of the shoe. At first they somewhat project, but they are soon worn down to the level of the shoe, which, in the healthy foot, should not vary in thickness from the heel to the toe.

The width of the shoe will depend on that of the foot. The general rule is, that it should protect the sole from injury, and be as wide at the heel as the frog will permit.

The upper surface of the shoe should be differently formed; it should be flat along the upper end, the outer portion supporting the crust, or, in other words, the weight of the horse, and widest at the heel, so as to afford expansion of the bars and the heels. The inner portion of the shoe should be bevelled off, in order that, in the descent of the sole, that part of the foot may not be bruised. The owner of the horse should occasionally be present when the shoes are removed, and he will be too often surprised to see how far the smith, almost wilfully, deviates from the right construction of this apparently simple apparatus. The bevelled shoe is a little more troublesome to make and to

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apply than that which is often used by the village smith; but it will be the owner's fault if his directions are not implicitly obeyed.

Even at the commencement of the operation of shoeing, the eye of the master or the trustworthy groom will be requisite. The shoe is often torn from the foot in a most violent and cruel way. Scarcely half the clinches are raised, when the smith seizes the shoe with his pincers, and forcibly wrenches it off. The shrinking of the horse will tell how much he suffers, and the fragments of the crust will also afford sufficient proofs of the mischief that has been done, especially when it is recollected that every nail hole is enlarged by this brutal force, and the future safety of the shoe to a greater or less degree weakened; and pieces of the nail are sometimes left in the substance of the crust, which become the cause of future mischief.

In the paring out of the foot, also, there is frequently great mischief done. The formidable butteris is still often found in the smithy of the country farrier, although it is banished from the practice of every respectable operator. A worse evil, however, remains. By the butteris much of the sole was injuriously removed, and the foot was occasionally weakened, but the drawing-knife frequently left a portion of sole sufficient to destroy the elasticity of the foot, and to lay the foundation for contraction, corns, and permanent lameness. One object, then, of the looker-on is to ascertain the actual state of the foot. On the descent of the crust when the foot is placed on the ground, depends the elasticity and healthy state of the foot; and that may be satisfactorily determined by the yielding of the sole, although to a very slight degree, when it is strongly pressed upon with the thumb. The sole being pared out, the crust on each side may be lowered, but never reduced to a level with the sole; otherwise this portion will be exposed to continual injury.

The heels often suffer considerably from the carelessness or ignorance of the smith. The weight of the horse is not thrown equably on them, but considerably more on the inner than the outer quarter. The consequence of this is, that the inner heel is worn down more than the outer, and the foundation is laid for tenderness, corns, and ulceration. The smith is too often

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inattentive to this, and pares away an equal quantity of horn from the inner and outer heel, leaving the former weaker and lower, and less able to support the weight thrown upon it.

Mention has already been made of the use of the bars in admitting and yet limiting to its proper extent the expansion of the foot. The smith in the majority of the country forges, and in too many of those that disgrace the metropolis, seems to have waged interminable war with these portions of the foot, and avails himself of every opportunity to pare them down, or perfectly to destroy them, forgetting, or never having learned, that the destruction of the bars necessarly leads to contraction, by removing the chief impediment to it.

The horn between the crust and the bar should be well pared out. Every one accustomed to horses must have observed the great relief that is given to the horse with corns when this angle is pared out; and yet, from some fatality, the smith rarely leaves it where nature placed it, but cuts away every portion of it.

The true function of the frog is easily understood; it gives security to the tread, and permits the expansion of the heels; but the smith, although these cases come before him every day, seems to be quite unaware of the course which he should pursue, and either leaves the frog almost untouched, and then it becomes bruised and injured, or he pares it away, so that it cannot come into contact with the ground, and consequently is not enabled to do its duty.

The owner of the horse will therefore find it his interest occasionally to visit the forge, and, guided by the simple principles which have been stated, he will seldom err in his opinion of what is going forward there. He should impress two principles deeply on his mind; that a great deal more depends on the paring out of the foot than in the construction of the shoe; and that few shoes, except they press upon the sole, or are made shamefully bad, will lame the horse, but that he may be very easily lamed by an ignorant or improper paring out of the foot.

Where the owner of the horse has sufficient influence with the smith, he will find it advisable always to have a few sets of shoes ready made. Much time will be saved, in case of acci

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dent, and there will not be, as is too often the case, the cutting, paring, and injuring of the foot, in order to make it fit the shoe. More injury than would be readily believed is done to the foot by contriving to get on it too small a shoe.

Clips are often necessary, in order more securely to fasten the shoe. They are little portions of the upper edge of the shoe hammered out, and turned up on the crust, and fitted in a little depression made in the crust. They prevent the shoe from being loosened or torn off, both in rapid action and heavy draught, and are therefore used on all heavy, and on many light horses. They are sometimes placed on the side of the shoe, and at the beginning of the quarters, and on all horses that are accustomed to paw violently with their feet. Necessity alone, however, will justify their use.

The calkin is a prolongation and turning down of the shoe at the heel, enabling the animal to dig his foot more firmly into the ground, and with more advantage throw his weight into the collar; but it is an abominable and most injudicious practice to place the calkin on one side alone, as is too often done; an unequal direction and distribution of the weight and bearing of the foot is often given, which is necessarily productive of mischief. Few are the cases which will justify the use of calkins on the fore feet, or even on the hind feet, except they are of equal height on each foot; and few things are more injurious to the foot of the horse than wearing the same shoe more than three weeks or a month, let the work be heavy or light. The shoe never should be heavier than the work absolutely requires. This is acknowledged in the shoe of the hunter and the racer, and will tell in the case of every horse after a hard day's work. The calkin is required on the outside of the hind shoes of hunters, to prevent them from slipping at their leaps; but the inside of the shoe must be made of a compensating thickness, to afford an even bearing for the foot.

The bar shoe is indispensable in most large stables. It is a very simple contrivance, being nothing more than the continuation of the common shoe over the heels. The bearing of the shoe may thus be taken off from every weak and tender part of the foot, and be either thrown on some other point which is better able to bear the pressure, or diffused over the foot. It is

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useful in some cases of bad corns, which are thus protected from injury; in sand-crack, the pressure may be removed from either or both sides of the fissure; pumiced feet may be raised by this shoe above the possibility of injury; and in thrush and in canker not only is the weight thrown off the diseased part, but any kind of dressing may be easily retained on the sore. It is a shoe, however, that cannot be safely used for any considerable time, or, at least, it requires occasional or even frequent change, on account of its becoming gradually pressed down on the sore part beneath. Bar shoes are not safe for use when much speed is required, and they are dangerous when frost is on the ground.

The tip is a very different kind of shoe. It reaches but half round the crust. It is used when the horse is at rest; and, the quarters of this shoe being unfettered, the contracted foot is sometimes enabled to regain its natural open state. It has been tried for road-work, but, as might naturally be expected, it utterly failed when often or long used.

The leather shoe is principally useful when the foot has been injured or inflamed. It, to a considerable degree, breaks the shock, which would otherwise be painfully felt when the foot is put on the ground. It consists of a piece of leather or felt, about an inch in width, which is placed between the crust and the shoe; and this very materially obviates concussion. It must not, however, be long worn, for the nails cannot always be driven securely; there will be too much play upon them, and they will become loosened; also the holes which they accurately filled at first will be enlarged, and the crust will be broken away.

The sole is sometimes entirely covered with leather. This furnishes a temporary defence for the foot, but there is much insecurity of fastening; the tow or other dressing introduced between the sole and the leather, is not always equably distributed, and frequently the stopping produces a scaly spongy horn, or gravel and dirt will gradually accumulate between the leather and the horn, and the foot will be considerably injured. Gutta percha is substituted with good effect.

One other shoe, the invention of Mr. Percival, must be mentioned—the horse-sandal. It consists of a simple apparatus

sufficiently light even to be carried in the pocket, but is more frequently attached to the saddle, and which, on the loss of a shoe, can be applied to the foot in the space of a minute, and so securely attached to it that the sportsman may continue the chase to the end of the longest run. The same sandal has been repeatedly worn more than one hundred miles. It may be procured from any respectable harnessmaker.

ROARING.—The quality of soundness involves several questions of no mean importance, especially with regard to those maladies which are capable of being transmitted. It is very apparent to those whose practice among horses is extensive, and who are best able to form accurate opinions, that spavins and curbs are less frequent than they were five-and-twenty years ago. This may fairly be attributed to the fact, that considerable circumspection has been exercised in avoiding such animals for breeding purposes as, possessing peculiar conformations in their hocks, would render their offspring predisposed to those defects. Blindness is certainly less prevalent than formerly. Superior management in the stable has evidently assisted in averting this evil; insufficiently ventilated, dark stables, with an accumulation of dung to generate ammonia, are fortunately out of fashion.

There is an impression that roaring is more frequent; and among race-horses it is not without foundation. As an hereditary complaint, it may certainly be traced to several sources—to horses whose progeny have, in many instances, given unequivocal testimony of the infirmity. When the fact is seriously considered, it is surprising that gentlemen of known talent, owners of valuable studs, liberal in every item of expense calculated to promote the success of their young racing stock, should ever breed from sires or dams known to entail this malady on their progeny. A veterinary surgeon of great ability and observation, has stated that every stallion, when consigned to the stud, becomes a roarer. It is a startling assertion, and induced me to investigate the fact very minutely. The result does not corroborate the statement to the full extent of the declaration, although I discovered sufficient to lead me to the conviction that it is a very prevalent affliction. I must here, however, introduce a reserving clause, arising from the difficulty

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which exists of positively deciding upon every case, which I shall enter upon more minutely as I proceed. In contradiction to the assertion of the professional, I must observe that at various times I had two hunters, which were used for stud purposes during the summer; one of them continued in my possesion three seasons, the other two: most assuredly they were not either of them roarers. This might have been, and very probably was, prevented by the work they performed during the hunting season; for it is quite certain that very many stallions, especially those which belong to private breeding establishments, and are kept principally for the use of those establishments, do not enjoy that exercise which is absolutely necessary for the maintenance of their health. The country stallion, which travels from fair to fair, and from market to market, is infinitely more favorably treated in this respect, than his more highly distinguished brother who presides over a private and choice seraglio.

Roaring may be divided into two classes; that which must be pronounced, in opposition to all theory, as decidedly hereditary; and that which is produced in individuals in consequence of catarrhal disorders, strangles, influenza, or any other temporary cause which establishes inflammation, and a consequent thickening in the mucous membrane lining the trachea, or parts adjacent, which are the seats of the disorder. Some persons are skeptical respecting the hereditary transmission of roaring; for which little surprise can be entertained, when the difficulties which enshroud numerous equivocal indications are enumerated. To unravel the mystery, the primary cause must be ascertained; for it would be exceeding the limits of truth and experience to say that because a horse is a roarer himself, he will transmit it to his stock. Certain conformations, or rather malformations, of the limbs,—such as the legs, the hocks, and the feet,—are often transmitted from the parent to the offspring; from which splints, curbs, spavins, navicular diseases, and other infirmities, have their origin; and these are admitted in the category of hereditary complaints; yet it cannot be accepted as a rule without exception, that all the produce of malformed animals shall inherit the imperfections of their parents. Upon the principle of malformation in the parts immediately or indirectly

connected with the organs of respiration, roaring must undoubtedly come within the definition of an hereditary cause. But when a thickening takes place of the mucous membrane lining the parts which are the seat of the disorder, or ossification of the cartilages of the windpipe, in consequence of inflammation, resulting from bronchitis, influenza, colds, or such-like accidental occurrences, providing no malformation of the parts previously existed, roaring cannot with propriety be denominated hereditary. The difficulty is such cases is to determine whether that malformation of parts does exist. To assign to such accidental causes as the latter the aspersion of hereditary transmission, is not consonant with reason.

There are as many degrees or intonations of roaring, as there are notes on the gamut; and those notes ascend from piano to forte. This renders it difficult in some slight cases to decide positively whether a horse is a roarer or not; and good judges may be mistaken. The state of the animal very frequently occasions an impediment to an accurate decision; if he be in very plethoric condition, he will not unfrequently give slight indications of roaring; but when he is divested of that superabundance of fat, all the disagreeable symptoms disappear. The usual test of startling the animal, is by no means an infallible criterion, neither is the stethoscope in all cases to be relied upon. There is but one positive mode of determining the question; the animal being in a proper condition, he must be ridden and tried in all his paces. With stallions this proof is not often practicable; and unless they are badly affected, it is often impossible to prove that they are roarers. There is no point upon which the owner of such a horse is so tenacious as that of an accusation that his favorite is a roarer. Tell the proprietor that his horse's legs are bad, insinuate that he broke down in consequence, he will receive your remark with complacency; tell him that his horse's hocks are bad, and point out to him an incipient spavin, or an unequivocal curb, he will receive your objection with indifference; point out to him a multitude of unsymmetrical proportions, he will listen to you with calmness; but only intimate to him that you think his horse is a roarer, and he will roar in your ear a challenge of defiance in proof of your allusion.

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Large horses certainly have a greater tendency to become roarers than smaller ones, and irritable-tempered ones more frequently than those of a phlegmatic disposition. Several of the largest stallions might be enumerated as being predisposed to entail this malady on their issue. These are certainly valid reasons for not giving a preference to horses of large size, although public opinion predominates in their favor. Stallions are more subject to the complaint than geldings, and geldings more so than mares. Compactly-formed horses of moderate size seldom indulge their owners with music. It is very difficult to assign any reason for this; but it appears that there is a greater constitutional disposition in stallions to inflammation about the respiratory organs than there is in mares or geldings, and that inflammation, resulting in deposits of lymph and ossification of the cartilages, produces the disorder. This phenomenon may be explained in consequence of the sympathy which is well known to exist between various parts of the body.

A change in the atmosphere is a very frequent cause of inflammation in the respiratory organs, and severe frosts, such as we experienced during the winter of 1853 and 1854, are very likely to produce it. In order to preserve the blooming condition of their horses' coats, it is a common practice with grooms to keep the stables as warm as possible when a frost sets in; but it is a most dangerous observance. Of the importance of keeping horses warm in their bodies, there cannot be a question; but that is better regulated by extra clothing. If the atmosphere of the stable be raised to a temperature greatly exceeding that of the open air, the horses, when taken out to exercise or work, are liable to serious consequences, from the great increase in the amount of oxygen which rushes through the respiratory organs in the act of inspiration. The quantity of oxygen is regulated by the temperature of the atmosphere; and there are few persons who have not experienced the inconvenience attendant upon passing from an overheated ball-room into the open air; and they generally take the precaution of adopting additional clothing. The case of the horse is precisely analogous.

Although a very liberal premium has been offered by a no-

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bleman as an additional stimulus to the profession, the cure for roaring has not yet been discovered. When it proceeds from malformation, it is impossible; or if the cartilages of the windpipe become ossified, no remedy can be found to reach those parts. An extensive deposit of lymph having taken place in the mucous membranes with which the respiratory organs are defended, comes within the same category. A strong stimulus applied to the sinews, joints, or muscles, in the event of lameness, may, and frequently does, impart a wonderful effect; but it is a different affair when internal organs, such as those of respiration, are disordered; those parts cannot be brought into immediate contact with any application. When a horse is affected with inflammation about those parts which are the seat of the disorder, if it be vigorously attacked in its incipient state with the usual stimulating preparations, providing there is no malformation to contend against, the malady may in very many cases be prevented; and a vast number of cases of confirmed roaring are to be attributed to neglect or delay at the important crisis of commencement. Those who would avoid breeding roarers must avoid breeding from parents whose progeny has evinced a predisposition to the complaint. So far every breeder has the remedy in his own hand; but with the utmost caution, all living creatures are subject to disorders; and if the results are unfortunate, in defiance of the most skilful treatment, breeders must console themselves with the reflection that their disappointments are the decrees of fate.

The following formulæ may be said to contain most of the remedies necessary for the use of the amateur: when disease prevails, the safest plan is to call in the assistance of a veterinary practitioner.

When calomel or emetic tartar is given for the expulsion of worms, it should be mixed in a small portion of bran mash, after fasting the animal five or six hours; two doses given at similar intervals will be most effective. They must be worked off with linseed oil or aloes, after an equivalent lapse of time; and as alkalies neutralize the effects of either of those medicines, soap must be excluded, if the form of ball is preferred.

As an external stimulating application for the throat in cases of inflammation arising from cold or other causes, com-

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mon mustard, mixed with water as for the table, is an excellent remedy, and is equal, if not superior, to any of the more complicated nostrums.

When cooling remedies are required to the legs, cold water is the best. The introduction of nitre and sal-ammoniac will increase the evaporation; but great care is requisite to renew such medicated lotions very frequently; because, when the refrigerating process is over, they become stimulants: thus, on ordinary occasions, cold water constantly applied with very loose linen bandages is to be preferred.

Table showing the proportions of medicines to be given to horses at various ages,—

	Calomel or Tartarized Antimony. Grains.	Linseed Oil. Ounces.	Aloes. Drachms.
To foals, ...	10	4 to 6	½ to ¾
Yearlings, . . .	15 to 20	6 " 8	1 " 1½
Two-years-old, . . .	20 " 25	8 " 12	2 " 2½
Three-years-old, . .	25 " 30	12 " 15	2½ " 3½
Four-years-old and upwards,	30 " 60	1 " 2 pts.	4 " 6

Common Aloctic Purgative.

Aloes finely powdered, . . 4 drachms.
Hard soap, Ginger, } each, . . . 2 drachms.

Mix and form a ball, varying the proportions according to the age and constitution of the horse.

Aloetic Purgative without Soap.

Aloes broken in pieces, . . 4 drachms.
Olive oil or lard, . . . 1 drachm.
Ginger in powder, . . . 2 drachms.
Treacle, ... 1½ drachm.

The aloes and oil, or lard, must be melted in a jar placed in a saucepan over the fire; and when melted, the ginger and treacle are added. The aloes must not be boiled longer than to effect their solution.

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Aloetic Alteratives.

Aloes in fine powder, . .	2 drachms.
Nitre, ...	2 drachms.
Soap, ...	2 drachms.

Mix and form one ball. To be given daily till a slight action of the bowels is produced.

Antimonial Alterative.

Sulphur, . .	each 2 to 3 drachms.
Sulphuret of antimony,	

Treacle to form a ball. One of which may be given four, five, or six days in succession.

The preparation necessary before giving aloetic purges should be very scrupulously attended to. Bran mashes must be liberally substituted for hay during the twenty-four hours previous to giving the ball; and the horse requires to be walked out during its operation.

All the above admirable remarks on the diseases of the horse, with the formulas for all the more ordinary affections, are taken, without alteration, omission, or remark, from the excellent work by Youatt and Cecil on the Horse, as reprinted from "Knight's Store of Knowledge."

They are the best and most practical of any thing ever published within the same compass, and should be in the hands of every horseman.

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RULES

OF RACING AND TROTTING COURSES

TO JANUARY, 1857.

MEMORANDUM.—At a meeting of the Members of the English Jockey Club, held on the 25th of April, 1833, it was resolved, that from and after the end of the year 1833, horses should be considered, at Newmarket, as TAKING THEIR AGE FROM THE FIRST OF JANUARY INSTEAD OF THE FIRST OF MAY.

It should be borne in mind that such is the established Rule in New York, New Jersey, the Canadas, &c., while in South Carolina, Georgia, Louisiana, Alabama, and Mississippi, horses take their age FROM THE FIRST OF MAY. As the Spring Races in these States usually come off in the months of February, March, and April, the horses necessarily throw off a year's weight. That is, a horse which would be obliged, as a *four*-year-old, to make up 100 lbs. on the 1st of May, runs to the last day of April as a *three*-year-old, and carries but 86 lbs!

WEIGHTS FOR AGE.

IN NEW YORK AND NEW JERSEY.—3 yrs. 90 lbs.—4, 104—5, 114—6, 121—7 and upwards, 126 lbs. Mares and geldings allowed 3 lbs.

IN SOUTH CAROLINA AND GEORGIA.—3 yrs. 90 lbs.—4, 102—5, 112—6, 120—7 and upwards, 126 lbs. Mares and geldings allowed 3 lbs.

IN VIRGINIA, MARYLAND, LOUISIANA, ALABAMA, MISSISSIPPI, &c.—3 yrs. 86lbs.—4, 100—5, 110—6, 118—7 and upwards, 124 lbs. Mares and geldings allowed 3 lbs.

N. B. 1760 yards are a mile; 220 yards are a furlong; 14 lbs. are a stone; 4 inches are a hand.

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RULES OF THE NEW YORK JOCKEY CLUB,

APPROVED AND ADOPTED SEPTEMBER 13, 1842.

RULE I. There shall be two regular meetings held by the New York Jockey Club at the Union Course, on Long Island, to be called and known as the Spring and Fall Meetings. The Spring Meeting shall commence on the second Tuesday of May, and the Fall Meeting shall commence on the first Tuesday of October, in each year.

RULE II. There shall be a President, four Vice Presidents, a Secretary and Treasurer, to be appointed annually by ballot.

RULE III It shall be the duty of the President to preside at all meetings of the Club; to act as Presiding Judge at each day's race; appoint his Assistant Judges on the evening preceding each day's race, report and publish the results of each day's race, and act as Judge in Sweepstakes, with such other persons as the parties may appoint.

RULE IV. It shall be the duty of the Vice President to attend all meetings of the Club, and assist the President in the discharge of his duties. In the absence of the President, the first Vice President, and in his absence, the 2d, 3d, or 4th Vice President shall act as President *pro tem.*

RULE V. It shall be the duty of the Secretary to attend at all meetings of the Club, also to attend the Judges of each day's race, assist them with his counsel, and furnish them with all the requisite information connected with each day's race: keep a book, in which he shall record the Members' names, the Rules and Orders of the Club, and add to them any Resolutions or Amendments which may change the character of either; also record the proceedings at each meeting of the Club, whether a special or a regular meeting; he shall also record all the entries of horses, Matches, and Sweepstakes, in which shall be set forth the names of the respective owners, the color, name, age, sex, and name of sire and dam of each horse; record an account of each day's race, including the time of running each heat, and after the races are over for a meeting, report the same to the President of the Club for his official publication. He shall also put up, and keep up during every Meeting, at some convenient place, at or near the Judges' Stand, a copy of the Rules and Regulations of the Club then in force.

RULE VI. It shall be the duty of the Treasurer to collect all the money due the Club, whether from subscription of members, entries of horses, or from any other source, pay the same over from time to

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time upon the order of the President of the Club, and in case of his absence, upon the order of the acting Vice President; and within thirty days after the closing of every regular meeting, he shall furnish the President, or in his absence, the acting Vice President, a full statement of the receipts and disbursements of the funds of the Club, from the date of the last statement up to the date of that which he then renders, showing the balance of money in hand, subject to the order of the President, or acting Vice President, which statement shall be deposited with the Secretary of the Club, as one of the records of the Club, and so be entered by him.

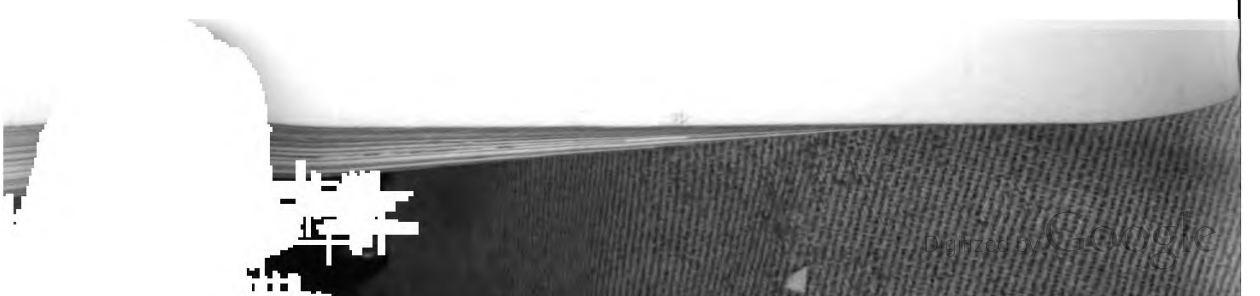
RULE VII. At each regular meeting there shall be appointed four Stewards, who shall serve for one meeting succeeding their appointment. They shall wear some appropriate badge of distinction, to be determined upon by themselves. It shall be the duty of the Stewards to attend on the Course, to preserve order, clear the track, keep it clear, keep off the crowd of persons from the horses coming to the stand after the close of each heat, and they may employ in their discretion, at the expense of the Club, a sufficient number of able-bodied men to assist them in the effectual discharge of their duties.

RULE VIII. There shall be three Judges in the starting stand, consisting of the President and two Assistant Judges, assisted by the Secretary, and in case of the absence of the President of the Club, then the first Vice President, and in his absence, the second Vice President. The Judges shall keep the stand clear of any intrusion during the pendency of a heat, see that the riders are dressed in Jockey style, weigh the riders before starting in the race, and after each heat, instruct the riders as to their duty under the rules before starting in the race, and proclaim from the stand the time and result of each heat, and also the result of the race.

RULE IX. There shall be two Distance Judges, and three Patrol Judges, appointed by the Judges in the starting stand, who shall repair to the Judges' stand immediately after each heat, and report to the Judges the horses that are distanced, and foul riding, if there be any.

RULE X. All the disputes shall be decided by the Judges of the day, from whose decision there shall be no appeal, unless at the discretion of the Judges, and no evidence of foul riding shall be received except from the Judges and Patrols.

RULE XI. When, in the opinion of a majority of the Officers of the Club, any good cause may require the postponement of a race, they may postpone any Purse race; but in case of a postponement of a race, no new entries shall be received for that race. A postponement of a Purse



race shall give no authority to postpone any Sweepstakes or Match made or advertised to be run on that day; and in the event of the Club postponing a regular Meeting, it shall give them no power to postpone any Matches or Sweepstakes made to be run at that Meeting.

RULE XII. All Sweepstakes and Matches advertised to be run on the Course on any day of a regular meeting of the Club, shall be under the cognizance and control of the Club, and no change of entries once made shall be allowed after closing, unless by consent of all parties. Sweepstakes and Matches made to be run at a particular meeting, without the parties specifying the day, the Secretary must give ten days' notice of what days they will be run during the meeting, in case he is informed of it in time. And no Sweepstakes or Match shall be run on the Course during a regular meeting without being first reported to the Secretary, to bring it under the cognizance and control of the Club.

RULE XIII. The age of horses shall be computed from the first day of January next preceding their being foaled; that is, a colt or filly foaled on any day in the year 1841, will be considered one year old on the first day of January, 1842.

RULE XIV. No person shall start or enter a horse for any purse offered by, or under the control of the Club, other than a Member of the Club, and producing, if required, satisfactory evidence or proof of his horse's age; nor shall any member start a horse if his entrance money, subscription money, and all forfeits incurred on the Union Course, are not paid before starting. Nor shall any person start a horse, during a regular meeting of the Club, who is in arrears to any member of the Club for a forfeit incurred on the Union Course.

RULE XV. All entries of horses for a purse shall be made in writing under seal, addressed to the Secretary of the Club, and deposited in a box, kept for the purpose, at the usual place of meeting of the Club, before five o'clock in the afternoon of the day preceding the race for which the entry is made. Each entry shall contain the entrance money, and state the name, age, color, sex, and pedigree of the horse entered, and describe the dress of the rider of such horse. After five o'clock of the afternoon of the day preceding a Purse Race, no other or additional entry shall be allowed to be made for that race, and no entry shall be received or recorded, that does not contain the entrance money. The entries so received, shall be drawn from the box by the Secretary, and declared at five o'clock of the afternoon of the day preceding the day of the race, in the presence of at least three Members of the Club, and the horses so entered shall be entitled to the track in the order in which their names are drawn; in Sweepstakes and Matches, the Judges shall draw for the track at the stand.

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RULE XVI. Any person desirous of becoming a member only for the purpose of entering a horse, may do so, he being approved by the Club, and paying double entrance.

RULE XVII. The distance to be run shall be two-mile heats, three-mile heats, and four-mile heats, and a Purse shall be put up to be run for, during each regular meeting, for each of the named distances. Not more than five per cent. shall be charged as entrance upon any amount that may be put up for a Purse.

RULE XVIII. Every horse shall carry weight according to age, as follows:—

A horse	Two years old	A feather.
"	Three years old	90 pounds.
"	Four years old	104 "
"	Five years old	114 "
"	Six years old	121 "
"	Seven years old and upwards	126 "

An allowance of three pounds to mares, fillies, and geldings. The Judges shall see that each rider has his proper weight before he starts, and that each rider has within one pound, after each heat.

RULE XIX. Catch weights are, when each person appoints a rider without weighing. Feather weights signifies the same. A Post Stake is to name at the starting post. Handicap weights are weights according to the supposed ability of the horses. An untried stallion, or mare, is one whose get or produce has never run in public. A maiden horse or mare is one that never won.

RULE XX. No horse shall carry more than five pounds over his stipulated weight without the Judges being informed of it, which shall be publicly declared by them, whereupon all bets shall be void, except those made between the parties who enter the horses. Every rider shall declare to the Judges who weigh him, when and how his extra weights, if any, are carried. The member of the Club who enters the horse shall be responsible for putting up, and bringing out the proper weight. He shall be bound to weigh the rider of his horse in the presence of the Judges before starting, and if he refuses or neglects to do so, he shall be prevented from starting his horse.

RULE XXI. When in running a race, a distance is

In one mile	45 yards.
In two miles	70 "
In three miles	90 "
In four miles	120 "

RULE XXII. In a Match Race of heats, there shall be a distance, but none in a single heat.

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RULE XXIII. The time between heats shall be

For one-mile heats - - - - - -	20 minutes.
For two-mile heats - - - - - -	25 "
For three-mile heats - - - - - -	30 "
For four-mile heats - - - - - -	35 "

RULE XXIV. Some signal shall be given from the starting stand five minutes before the period of starting, after the lapse of which time, the Judges shall give the word start to such riders as are then ready, but should any horse prove restive in being brought up to the stand, or in starting, the Judges may delay the word a short interval, at their own discretion.

RULE XXV. Any horse winning a purse of this Club, shall not be allowed to start for any other purse during the same meeting.

RULE XXVI. If a horse be entered without being properly identified, he shall not be allowed to start, but be liable to forfeit, or the whole, if play or pay, and all bets on a horse so disqualified, shall be declared void.

RULE XXVII. Where more than one nomination has been made by the same individual, in any Sweepstakes to be run on the Union Course, and it shall be made to appear to the satisfaction of the Club, that all interest in such nomination has been bona fide disposed of before the time of starting, and the horses have not been trained in the same stable, all may start, although standing in the same name in the list of nominations.

RULE XXVIII. No conditional nomination or entry shall be received.

RULE XXIX. Should any person who has entered a horse formally declare to the Judges that his horse is drawn, he shall not be permitted to start his horse.

RULE XXX. Any person entering a horse younger than he really is, shall forfeit his entrance money, and if the horse wins a heat or race, the heat or race shall be given to the next best horse, if the objection be made to the age of the horse after the heat or race is run. The disqualification must be proved by the person making the objection.

RULE XXXI. If an entered horse die, or a subscriber entering him die, before the race, no forfeit shall be required.

RULE XXXII. No compromise or agreement between any two persons entering horses, or by their agents and grooms, not to oppose each other upon a promised division of the purse or stake, or for any other purpose, shall be permitted or allowed, and no persons shall run their horses in conjunction, that is, with a determination to oppose jointly any other horse that may run against them. In either case, upon satis-

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factory evidence produced before the Judges, the purse or stake shall be awarded to the next best horse—and the persons so offending shall never again be permitted to enter a horse to run on the Union Course.

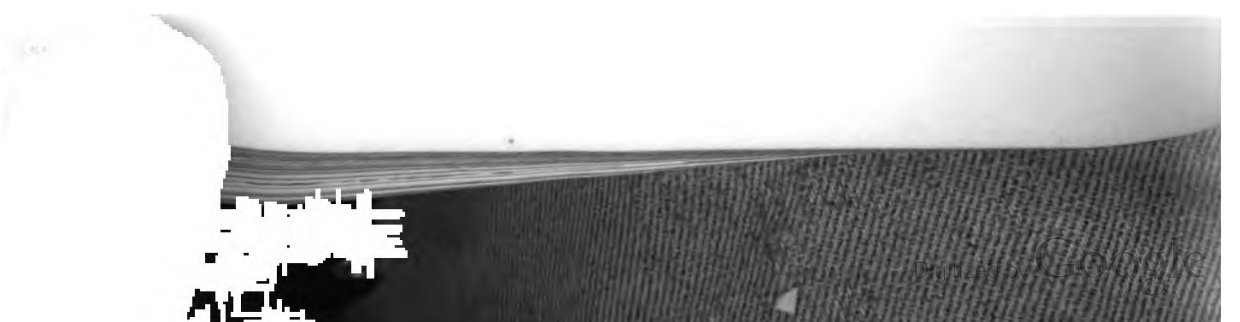
RULE XXXIII. When the tap of the drum is once given by the Starting Judge, there shall be no calling back, unless the signal flag shall be hoisted for that purpose, and when so hoisted it shall be no start. To remedy the inconvenience of false starts, there shall be a signal flag placed at a point which can be readily seen by the riders at from one to three hundred yards from the Judges' stand. When a start is given and recalled, a flag from the Judges' stand shall be displayed, and the person having in charge the signal flag shall hoist the same as a notice to pull up. It shall be the duty of the Starting Judge to give this rule in charge to the riders.

RULE XXXIV. No two riders from the same stable shall be allowed to ride in the same race. No two horses trained in the same stable, or owned in whole or in part by the same person, shall be allowed to enter or start in the same race, and in the event of such entry of two horses being made for the same race, both the entries shall be void, and the entrance money forfeited to the Club.

RULE XXXV. No rider shall be permitted to ride unless well dressed in jockey style. To wit, jockey cap, colored jacket, pantaloons, and boots. Liveries to be recorded in the Secretary's book, and not permitted to be assumed by others.

RULE XXXVI. Every rider after a heat is ended must repair to the Judges' stand, and not dismount from his horse until so ordered by the Judges, and then themselves carry their saddles to the scales to be weighed, nor shall any groom or other person, approach or touch any horse until after his rider shall have dismounted and removed his saddle from the horse by order of the Judges. A rider dismounting without such permission, or wanting more than one pound of his proper weight, shall be declared distanced.

RULE XXXVII. The horse who has won a heat shall be entitled to the track in the next heat, and the foremost be entitled to any part of the track, he leaving sufficient space for a horse to pass him on the *outside*. But he shall not when locked by another horse leave the track he may be running in to press him to the inside or outside, and having selected his position in a straight stretch, he shall not leave it so as to press his adversary to either side; the doing of either of which shall be deemed foul riding. Should any rider cross, jostle, or strike an adversary or horse, or run on his heels intentionally, or do any thing else that may impede the progress of his adversary, he will be deemed distanced,



although he may come out ahead, and the race awarded to the next best horse. Any rider offending against this rule, shall never be permitted to ride over or attend any horse on this course again.

RULE XXXVIII. Every horse that shall fail to run outside of every pole, shall be deemed distanced, although he may come out ahead, and the race shall be awarded to the next best horse.

RULE XXXIX. If a rider fall from his horse, and another person of sufficient weight rides the horse into the Judges' stand, he shall be considered as though the rider had not fallen—provided he returns to the place where the rider fell.

RULE XL. A horse that does not win one heat out of three heats, shall not be allowed to start for the fourth heat, although he may have saved his distance, but shall be considered better than a horse that is distanced in the third heat.

RULE XLI. A distanced horse in a dead heat shall not be allowed to start again in the race.

RULE XLII. When a dead heat is made, all the horses not distanced in the dead heat may start again, unless the dead heat be made by two horses, that if either had been winner of the heat the race would have been decided; in which case the two only must start to decide which shall be entitled to the purse or stake. Such as are prevented from starting by this Rule shall be considered drawn, and all bets made on them against each other shall be drawn, excepting those that are distanced.

RULE XLIII. A horse receiving forfeit, or walking over, shall not be deemed a winner.

RULE XLIV. A bet made after the heat is over, if the horse betted on does not start again, is no bet.

RULE XLV. A confirmed bet cannot be off without mutual consent.

RULE XLVI. If either party be absent on the day of a race, and the money be not staked, the party present may declare the bet void in the presence of the Judges, before the race commences; but if any person present offer to stake for an absentee, it is a confirmed bet.

RULE XLVII. A bet made on a heat to come, is no bet, unless all the horses qualified to start shall run, and unless the bet be between such named horses as do start.

RULE XLVIII. The person who bets the odds may choose the horse or the field: when he has chosen his horse, the field is what starts against him, but there is no field unless one starts against him.

RULE XLIX. If odds are bet without naming the horses before the race is over, it must be determined as the odds were at the time of naming it.

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RULE L. Bets made in running, are not determined till the purse is won, if the heat is not specified at the time of betting.

RULE LI. Bets made on particular horses are void, if neither of them be the winner of the race, unless specified to the contrary.

RULE LII. Horses that forfeit are beaten horses, where it is play or pay, and not otherwise.

RULE LIII. All bets, matches, and engagements, are void on the decease of either party before determined.

RULE LIV. Horses drawn before the purse is won are distanced.

RULE LV. A bet made on a horse is void if the horse betted on does not start.

RULE LVI. When a bet is made on a heat, the horse that comes first to the ending post is best, provided no circumstance shall cause him to be deemed distanced.

RULE LVII. All bets are understood to relate to the purse or stake, if nothing is said to the contrary.

RULE LVIII. When a bet is made upon two horses against each other for the purse, if each win a heat, and neither are distanced, they are equal—if neither win a heat, and neither distanced, they are equal. But if one wins a heat, and the other does not, the winner of the heat is best unless he shall be distanced, in which case the other, if he saves his distances shall be considered best. If a horse wins a heat and is distanced, he shall be better than a horse that does not win a heat and is distanced, so, too, if one be distanced the second heat, he shall be better than one distanced the first heat.

RULE LIX. The words "absolutely," or "play or pay," are necessary to be used to make a bet play or pay. "Done" and "Done" are also necessary to confirm a bet. If a bet be made, using the expression "play or pay," and the horse die, the bet shall stand. But if the person entering the horse, or making the engagement on him, dies, then the bet is void.

RULE LX. All members, and such of their families as reside with them, shall pass the gates free; and the members themselves shall have free admission to the members' stand.

RULE LXI. New members can only be admitted on recommendation. Any person wishing to become a member, must be so for the unexpired term of the Club, and must be balloted for. Three black balls shall reject. A non-resident of New York introduced by a member, can have the privilege of the enclosed space and members' stand by paying *five dollars* for the meeting.

RULE LXII. Ten members of the Club shall be deemed a quorum

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for the transaction of ordinary business and admission of members, but not less than twenty to alter a fundamental rule, unless public notice shall have been given ten days of such contemplated meeting. The President or Secretary may call a meeting, and the President and Vice Presidents failing to attend, a chairman may be selected. Members of the Club privileged to invite their friends to the Jockey Club Dinners, by paying for the same. No ladies admitted to the Ladies' Pavilion unless introduced by a member. No citizen of the State of New York can be admitted to the privileges of the enclosed space, Members' Stand, or Ladies' Pavilion, unless he be a member.

RULE LXIII. No person shall be permitted to pass into the enclosed space, on the Union Course, without showing his ticket at the gate, nor shall any person be permitted to remain within the enclosure, or Members' Stand, unless he wears a badge, that the officers on duty may be enabled to distinguish those privileged. Officers who shall permit the infraction of this rule shall forfeit all claim to compensation, and must be employed on this express condition.

RULE LXIV. Membership of the New York Jockey Club, shall be for three years, commencing Spring 1842—subscription Ten Dollars per annum, payable each Spring—subscription to be paid whether present or absent. Members joining at any time, whether by original signature, or on nomination, will be bound for the unexpired term of the Club from the period of joining.

J. PRESCOTT HALL, Esq.,	President.
JOHN C. STEVENS, Esq.,	1st Vice President.
JOHN A. KING, Esq.,	2d " "
J. HAMILTON WILKES, Esq.,	3d " "
GERARD H. COSTER, Esq.,	4th " "

HENRY K. TOLER, Esq., Secretary and Treasurer.

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RULES OF THE SOUTH CAROLINA JOCKEY CLUB.

ADOPTED FEBRUARY, 1924——REVISED JANUARY 1, 1858.

WHEREAS, to import into and encourage a good breed of horses in this State, must at all times be highly beneficial to the citizens thereof, and essentially so in case of war, as the means of forming serviceable bodies of cavalry, for defence of the extended limits of the same; the subscribers, with these views, have agreed to form themselves into a Society, by the name of the South Carolina Jockey Club.

RULE I. The Club shall meet on the Saturday preceding the first Wednesday in February annually, in Charleston, at such place as the Stewards shall appoint. The regular Races shall be run on the first Wednesday in February, and the two following days, in every year, in the City of Charleston. The first day's Race shall be four-mile heats; the horses to start precisely at one o'clock; and to carry the following weights—Mares, Fillies, and Geldings, to be allowed three pounds;

Aged horses . .	126 lbs.	4 years old . . .	102 lbs.
6 years old . .	120 lbs.	3 years old . . .	90 lbs.
5 years old . .	112 lbs.	2 years old . . .	a feather.

Distance Post 170 yards, for four-mile heats.

RULE II. The second day's race shall be three-mile heats, horses starting at the same hour, and carrying the same weights as on the first day. Distance Post 130 yards.

RULE III. The third day's Race shall be two-mile heats, the weights and hour of starting the same as on the first and second days. Distance Post 90 yards.

The Distance Post for one-mile heats to be 50 yards.

Best 3 in 5— 70 yards.

Any person who starts a horse, mare, filly, colt, or gelding, for either of the Purses, whose rider shall carry more than two pounds over his proper weight, shall declare it before starting, to the Judges or Stewards; who are to proclaim it at the Post. Any person neglecting or refusing to make such declaration, his horse, mare, colt, gelding, or filly, shall be considered as distanced, and shall not be permitted to start for any other heat.

RULE IV. Horses shall be entered with the Stewards by sealed entries, before nine o'clock on the evening previous to the race for which they are to contend. No Post entrance, except for the second race on Saturday.

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RULE V. Any member entering a horse, shall, at the same time, produce a certificate, or such proof as may be thought satisfactory to the Stewards of the age of the horse, and pay down the entrance money; which shall be

20 Dollars for the First Day.
15 Dollars for the Second Day.
10 Dollars for the Third Day.

And an entrance of Five Dollars per mile for every other race run under the direction of the Club. And the horse that shall, on either day, win two heats, shall be entitled to the Purse, and shall not be permitted to start for the Purse on either of the succeeding days. But in the event of a horse starting without a competitor, the Judges may, at their discretion, dispense with a walk over.

RULE VI. The Judges shall cause fifteen minutes' notice to be given before the hour of starting; and such horses as are ready at the hour appointed, shall not be obliged to wait for those that are not ready.

RULE VII. Fifteen minutes to be allowed between mile heats, twenty minutes between mile heats, best 3 in 5, and half an hour for rubbing down between all other heats. Four Judges shall be appointed by the Presiding Officer at the Anniversary meeting preceding the races—one of whom to be designated and to act as "The Starting Judge,"—whose duty it shall be, together with the President and Stewards, or a majority of them that are present, to settle all disputes, and their determination shall be final. In all cases, such determination shall be made before the parties leave the ground.

RULE VIII. Any member or members of this Club may start a horse, although the same be not his or their property; and he or they are solely to receive the benefit of the Purse, should they win; provided that two horses shall never be run from one stable for the same purse. A declaration to this effect, to be made openly in the Club upon honor, before starting.

RULE IX. No person shall start more than one horse for either Purse; nor shall the owners, or persons, entering any two horses for the same Purse, be permitted to run in partnership, under the penalty of forfeiting the Purse to the owner or person entering the horse that shall come in next.

RULE X. All riders to be weighed at coming in, in rotation; and if any rider shall presume to cross, jostle, strike, or use any foul play whatever—provided the same be so adjudged by the President, Judges, and Stewards—such rider shall be prohibited from riding thereafter, for any of the Purses given by this Club; and the master, owner, or person,

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employing such rider, shall not receive such Purse, should he win it; but the same shall be given to the second horse in the race.

Rule XI. Nine members shall constitute a quorum to transact business. All extra meetings to be called by public notice.

Rule XII. The Club will annually appropriate, by resolution, a fund for the regular Jockey Club Purses, and will also give for a second race on Wednesday, $100, mile heats—provided the Hutchinson Stakes for that day are not filled;—on Thursday, $150, two-mile heats; on Friday, $150, two-mile heats—provided the Hutchinson Stakes for that day are not filled;—and on Saturday, $300, a dash of three miles. The horse that shall, on either day, win either of the above second races, shall not be permitted to start again, except for the Saturday's second race, or for one of the regular Purses. Weights for age on each day, and the entries to be made according to the 4th Rule, except for Saturday's second race, which shall be a post-entrance. By the expression "Second Race," in this Rule, it is understood that two or more horses shall compete for the said race.

The Club will also open each year "The Hutchinson Stakes," as follows;—

Sweepstakes for three-years-old, mile heats; subscription $250, $50 forfeit, if declared before the 1st November—after the opening—$100 after that time—to close on the 1st of May in each year. If two or more start, the Club to add $200. The Race to be run on the Wednesday of Race Week.

Sweepstakes for three-years-old, two-mile heats; conditions as for the above. If two or more start, the Club to add $500. The Race to be run on the Friday of Race Week.

Rule XIII. Every Member of this Club shall pay to the Treasurer the sum of $40 annually, and shall give him, at the same time, his note, payable the following year, for the next annual subscription. The form of note to be as follows;

On the ——— day of ———, 18—, I promise to pay to the order of Treasurer of the South Carolina Jockey Club, forty dollars, being the amount of my subscription for the year 18—. (Signed) A. B.

The blank to be filled up to correspond with the Friday preceding the Race week, so as to fall due and payable upon the Monday of the Race week. And upon the neglect or refusal of any member to pay the Treasurer the amount of his note when due, such note shall be placed in the hands of the Solicitor of the Club for recovery; and should the Treasurer neglect or refuse to place any notes that shall remain due and unpaid, at the period above specified in hands of the Solicitor, he shall be dismissed from his office for neglect of duty. On the Saturday of the

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Race week, the Treasurer is to report to the President the names of such persons as have not paid their notes; in default of which the Treasurer shall be responsible for all losses which may arise from not having acted as above directed.

RULE XIV. If any member shall die, during the existence of this Club, his note shall be destroyed in the presence of the Club.

RULE XV. The members, after subscribing to these Rules, shall make choice of a President, Vice President, Treasurer, Secretary, Solicitor, a Resident Steward, and eight Stewards, to continue in office one year, ending on the Saturday of the regular Race week, at which time a like election shall take place; also a committee of five members shall be annually nominated by the Chair, whose duty shall be to keep the Course, Paling, Buildings, &c., in sufficient repair, and be authorized to order any improvement that may be necessary, and to enter into contracts for such purpose on behalf of the Club, not exceeding the sum of $500. The officers of the Club, for the time being, to be *ex officio* members of said Committee.

RULE XVI. The duties of the Stewards shall be as follows; To weigh all riders just before notice is given for mounting, and to keep an eye on them till started. To receive the riders as soon as they pull up, on coming in, and have them in their possession till weighed. Four of the Stewards to be so posted round the course as to detect any foul riding. The others on horseback to assist the officers in keeping the course clear. The Stewards shall be mounted, except when their duties require them on foot, and shall be distinguished by a red rose or knot, or such other badge as they may decide on among themselves. To provide a Jockey Club Dinner on the Wednesday of the Race week, and suitable provisions for the Club at their evening meetings. The Dinner and other expenses of the Club in the city, not to exceed one thousand dollars.

RULE XVII. The Managers of the Ball are to provide a Ball and Supper on the Friday evening of the Race week, and shall form a list of all strangers, and ladies resident, the gentlemen of whose families are not members of the Club, and to take proper precautions that invitations are sent out in due time; to divide the duties among themselves, so that none be omitted, and strangers be properly introduced.

To announce the Supper to the presiding officers; that they may lead down such strangers, or other ladies as may be entitled to this distinction; and that the managers be designated by such badge as they may decide among themselves.

RULE XVIII. The Starting Judges shall start the horses at the

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proper time; cause the time to be kept accurately, both with respect to the running, the intervals between heats, and report the former each evening—with any incident that may occur—to the Secretary, for insertion in the Journals.

RULE XIX. Gentlemen residents of the State shall not be considered as entitled to any of the hospitalities of this Club, excepting young gentlemen returning from their collegiate studies or travels for the first year; annual visitors shall not be considered as strangers after the first year. The Governor of the State and Suite, and Lieutenant-Governor, the Judges of the State, Revolutionary Officers and Officers of the Army and Navy, and all members of the Diplomatic Corps, shall be entitled to invitations; also Officers of Citadel and Magazine Guard, and such other persons as the Officers of the Club may direct.

RULE XX. The Treasurer is to collect all notes due. He is to keep an exact account of the Purses given by the Club, or by any other person, and by whom won; the Treasurer to give bond to the President of the Club with good security for $2,500, and to be allowed 2½ per cent. upon all sums collected for the use of the Club, in addition to the privileges of membership.

RULE XXI. Any gentleman not a member of this Club, nor a citizen of the State, desirous of entering a horse for either of the Purses to be given by this Club, shall be at liberty to do so, on paying to the Steward the sum of forty dollars for the first day, thirty dollars for the second day, and twenty dollars for the third day, and an entrance of ten dollars per mile for every other race run under the direction of the Club, provided such entrance be made in accordance with the 4th Rule.

RULE XXII. No horse, mare, filly, colt, or gelding, shall be qualified to start for the "Handicap Race," on Saturday of the Race week, unless such horse, mare, colt, filly, or gelding shall have been run either for the Citizens' Purse, the annual and Hutchinson Sweepstakes, for colts and fillies 3 years old, or for one of the regular Jockey Club Purses, of four, three, and two-mile heats.

RULE XXIII. Whenever any gentleman shall wish to become a member of this Club, his name shall be proposed by the Chairman, on which he shall be balloted for, and should there not be more than four black balls, he shall be duly admitted. All resignations shall be in writing, and addressed to the Presiding Officer of the Club; but as it is highly important to the welfare of the Club that its funds for the succeeding year should be as distinctly ascertained as possible, no resignation shall be received or accepted, unless presented on or before the Thursday of the Race week of each year, nor until all arrearages of the resigning member, including those of the year, be discharged.

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RULE XXIV. The President, Vice President, and Stewards, or a majority of them, are authorized to admit members of this Club during its recess.

RULE XXV. All extra meetings of the Club shall be called by the President, or in his absence, by the Vice President, or in the absence of both, by a majority of the Stewards.

RULE XXVI. No gentleman hereafter, not a member of the Club, shall be admitted into the Jockey Club Stand, unless he presents to the door-keeper a Ticket, bearing his name, and endorsed by a member of the Club.

RULE XXVII. It shall be the business of the Secretary to keep a full, fair, and impartial account of all the proceedings of this Club, with every thing of interest relating to the sports of the week.

RULE XXVIII. All members of the Club, and their families in the direct ascending and descending lines—young men of age excepted—are entitled to entrance to all sports over the Washington Course.

RULE XXIX. No fundamental Rule of this Club shall be altered or abolished, unless by the consent of a majority of the whole Club.

RULES FOR RACING.

Horses take their ages from May day; that is, a horse foaled any time in the year 1828, will be deemed a year old on the first of May, 1829.

Four inches are a hand. Fourteen pounds are a stone.

Catch weights are, each party to appoint any person to ride without weighing.

A post match is to insert the age of the horses in the article, and to run any horse of that age, without declaring what horse, till he comes to the poll to start.

Horses are not entitled to start without producing a proper certificate of their age, if required, at the time appointed in the articles, except where aged horses are included, and in that case a junior horse may enter without a certificate as to age, provided he carry the same weight as the aged.

No person shall start more than one horse of which he is the owner, either wholly or in part, and either in his own name, or in that of any other person, for any race for which heats are run.

The horse that has his head to the ending post first, wins the heat.

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When heats are run, the preference of the horses to be determined by the place they get in the last heat.

When a plate or subscription is given for the winner of the best of three heats, a horse, to win the prize, must be the actual winner of two heats, even though no horse appear against him for both or either of the heats.

When three horses have each won a heat, they only must start for a fourth, and the preference amongst them will be determined by it, there being before no difference amongst them.

In running of heats, if it cannot be decided which horse is first, the heat goes for nothing, and they may all start again, except it be between two horses that had each won a heat.

If a rider fall from his horse, and the horse be rode in by a person who is of sufficient weight, he shall take his place the same as if his rider had not fallen, provided he goes back to the place where the rider fell.

Jockeys must ride their horses to the usual place for weighing the riders, and he that dismounts before, or wants weight, is distanced; unless he be disabled by an accident, which should render him incapable of riding back, in which case he may be led or carried to the scale.

Horses running on the wrong side of a post, and not turning back, are distanced.

Horses drawn before the plate is won are distanced.

Horses are distanced if they cross or jostle.

All complaints of foul riding must be made before, or at the time the Jockey is weighed.

No distance in a fourth heat.

A confirmed bet cannot be off but by mutual consent, except in the cases hereinafter mentioned.

Either of the betters may demand stakes to be made, and on refusal declare the bet to be void.

If a better be absent on the day of running, a public declaration of the bet may be made on the course, and a demand whether any person will make stakes for the absent party, and if no person consent to do so, the bet may be declared void.

Bets agreed to be paid or received elsewhere than at the place of running, or any other specified place, cannot be declared off on the course.

If a match or sweepstakes be made for any specified day in any week, and the parties agree to change the day to any other in the same week, all bets must stand; but if the parties agree to run the race in a different week, all bets made before the alteration shall be void.

The person who lays the odds has a right to choose a horse or the

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field; when a person has chosen a horse, the field is what starts against him; but there is no field without one horse starts against him.

If odds are laid without mentioning the horse before the race is over, the bet must be determined by the state of the odds at the time of making it.

Bets made in running are not determined till the plate is won, if that heat be not mentioned at the time of running.

A bet made after the heat is over, if the horse betted on does not start, is void.

Bets determined, though the horse does not start, when the words "play or pay," are made use of in betting. Bets made on horses winning any number of races within the year shall be understood, however the expression may be varied, as meaning the year of our Lord.

Matches and bets are void on the decease of either party, before the match or bet is determined.

A horse walking over, or receiving forfeit, shall be deemed a winner.

An untried stallion or mare, is one whose produce has never run in public.

A maiden horse or mare is one that has never started.

FEATHER WEIGHT.—A horse carries feather weight when the terms of the race allow the owner to place what rider he pleases on his back; he consequently procures the lightest eligible Jockey possible, who weighs neither before nor after the race.

RULES OF THE MARYLAND JOCKEY CLUB.

Rules and orders approved and adopted as the rules and orders of the "MARYLAND JOCKEY CLUB," *to commence and be in force from the third day of June*, 1830, *and to continue in force until the close of the Fall meeting in the year* 1834, *subject to such alterations as may be made from time to time, according to the provisions therein continued.*

RULE I. There shall be two meetings of this Club in each year, and each continue four days, to be called the Spring and Fall meetings. The Spring meeting shall commence on the last Tuesday in May, and the Fall meeting shall commence on the last Tuesday in October.

RULE II. There shall be a President, two Vice Presidents, a Cor-

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responding Secretary, a Recording Secretary, a Treasurer, and five Stewards, to be appointed by ballot.

RULE III. It shall be the duty of the President to preside in all meetings of the Club, to act as Judge on each day's race, appoint his assistant Judges on the evening preceding each day's race, report the result of each day's race, and stand as Judge in all sweepstakes, with such other persons as the parties may appoint.

RULE IV. It shall be the duty of the first and second Vice Presidents to attend all the meetings of the Club, assist the President in the discharge of his duty. In the absence of the President the first Vice President, and in his absence the second Vice President, shall act as President *pro tem.*

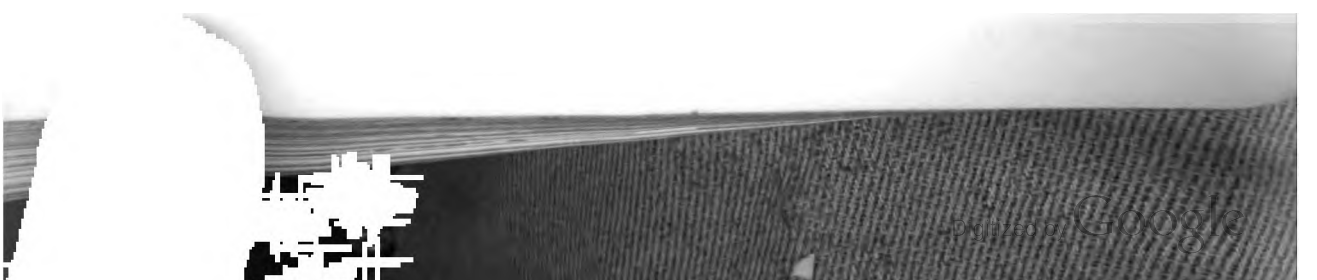
RULE V. It shall be the duty of the Recording Secretary to attend the Judges in each day's race, assist them with his counsel, keep a book, in which he shall record the members' names, the rules of the Club, and add to them any resolutions which may change the character of either; also, record the proceedings of each meeting, the entries of horses, in which shall be set forth the names of the respective owners, the color, name, age, and name of sire and dam of each horse, and a description of the rider's dress, and an account of each day's race, including the time of running each heat, and after the races are over, publish the result in the next number of the "*American Turf Register and Sporting Magazine.*"

RULE VI. The Stewards shall serve for one meeting, next succeeding their appointment. They shall wear a white rose, or some other appropriate and distinctive badge. It shall be their duty to attend on the course, preserve order, clear the track, keep off the crowd from horses coming to the stand after the close of a heat. They may employ able-bodied men to assist them, who shall be paid out of any money in the hands of the Treasurer, and they shall be designated.

RULE VII. There shall be three Judges in the starting stand, the President and two assistant Judges, and the Timers; the Judges shall keep the stand clear of any intrusion during the pendency of a heat, and also see that the riders are dressed in jockey style.

RULE VIII. There shall be two distance Judges, and three patrol Judges, who shall repair to the Judges' stand, after each heat, and report the nags that are distanced, and foul riding, if there be any.

RULE IX. All disputes shall be decided by the Judges of the day, from whose decision there shall be no appeal, unless at the Judges' discretion, and no evidence shall be received of foul riding, except from the Judges and Patrols.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RULE X. All sweepstakes advertised to be run over the course on any day of the regular meetings of this Club, shall be under the cognizance of this Club, and no change of entries once made, shall be allowed, after closing, unless by the consent of all the parties.

RULE XI. The distance stand shall be sixty yards from the Judges' stand for mile-heats, and sixty additional yards for every mile in a heat, unless it be the best three in five, when ninety yards to a mile shall be the distance.

RULE XII. The time between heats shall be twenty minutes for mile-heats; thirty for two-mile heats; forty for three-mile heats; and forty-five for four-mile heats. Some signal shall be sounded from the Judges' stand five minutes before the period of starting, after the lapse of which time the Judges shall give the word, as, "are you ready;" but should any horse be restive in saddling, the Judges may delay the word a short interval, at their own discretion.

RULE XIII. No person shall start a horse for any purse under the control of the Club, other than a member, he being at least one-third bona fide interested, and producing satisfactory proof of his horse's age; nor shall any member start a horse, if his entrance and subscription be not paid before starting.

RULE XIV. Any person desirous of becoming a member only for the purpose of starting a horse, may do so, he being approved by the Club, and paying double entrance.

RULE XV. All entries of horses to run shall be made in open Club, and in his own hand, on the evening preceding each day's race, by five o'clock, or during the sitting of the Club; and the owner, or person then present, shall give his name, color, age, and sex, and name of sire and dam of the horse, with the dress of the rider, and no entry made after that time shall be allowed. *Provided*, if there be no meeting of the Club, then with the Secretary, or Treasurer, by six o'clock.

RULE XVI. No two riders from the same stable shall be allowed to ride in the same race; nor shall two horses trained in the same stable be allowed to start in the same race.

RULE XVII. Riders shall not be permitted to ride unless well dressed in jockey style—to wit, jockey cap, silk jacket, pantaloons, and half boots.

RULE XVIII. Riders, after a heat is ended, must repair to the Judges' stand; and not dismount till ordered by the Judges, and then with their saddles repair to the scales to be weighed.

RULE XIX. The horse who has won a heat will be entitled to the track, and the foremost entitled to any part of the track, he leaving

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sufficient space for a horse to pass him on the outside; but he shall not, when locked by a horse, leave the track he may be running in, to press him to the outside, doing which will be deemed foul riding. A rider may take the track on the inside, but he must do it at his own peril, as should he be poled in making the attempt, it will not be considered foul. Should any rider cross, jostle, or strike an adversary, or his horse, or run on his heels, intentionally, or do any thing else that may impede the progress of his adversary, he will be deemed distanced, though he may come out ahead, and the purse be given to the next best nag, and any rider offending against this rule, shall never be permitted to ride over, or attend any horse on this course again.

Rule XX. If any nag shall run on the inside of any poll, they will be deemed distanced, although they may come out ahead, and the purse be awarded to the next best nag, unless he turns round and again enters the course at the point from which he swerved.

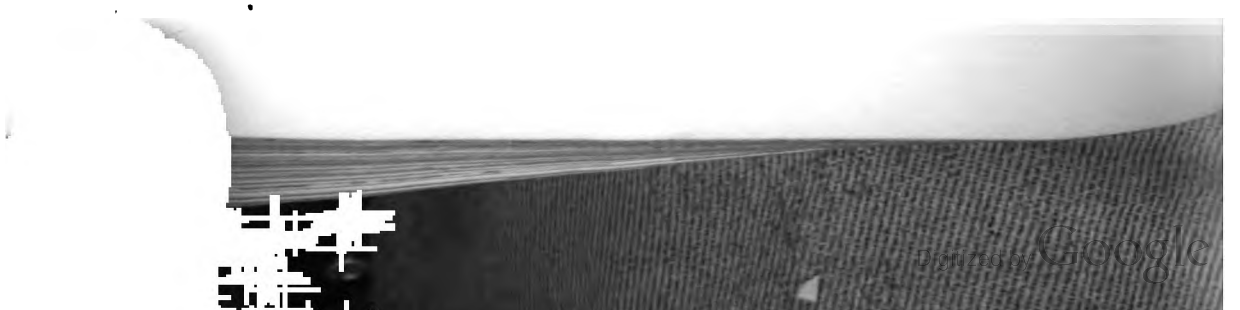
Rule XXI. A nag that does not win a heat out of three, shall not be entitled to start for a fourth, although he may have saved his distance.

Rule XXII. No compromise, or agreement, between any two persons starting horses, or their agents, or grooms, not to oppose each other, upon a promised division of the purse, shall be permitted, or allowed; and no persons shall run their nags in conjunction, that is, with a determination to oppose, jointly, any other horse, or horses, which they may run against. In either case, upon satisfactory evidence produced before the Judges, the purse shall be awarded to the next best nag, and the persons so offending shall never again be permitted to start a horse on this course.

Rule XXIII. All members and their families shall pass the gate free; and all who are not members shall pay the following tolls, viz.—For every four-wheel carriage, one hundred cents; for every gig, cart, or two-wheel carriage, and every man on horseback, seventy-five cents; for every person on foot, twenty-five cents.

Rule XXIV. The age of horses shall be reckoned by the year in which they are foaled, viz.—a horse foaled in the year 1830, shall be considered a yearling during the year 1831, and shall be considered a two-year-old during the year 1832, and so on.

Rule XXV. The following weights shall be carried, viz.—two years old, a feather; three years old, 86 lbs.; four years old, 100 lbs.; five years old, 110 lbs.; six years old, 118 lbs.; seven years old, and upwards, 124 lbs.—An allowance of three pounds to mares and geldings. The Judges shall see that each rider has his proper weight



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before he starts, and that they have within two pounds after each heat.

RULE XXVI. New members can be admitted only upon nomination; there being not less than seven members present, always including the President, or one of the Vice Presidents of the Club; and two black balls will exclude the person nominated.

RULE XXVII. Seven members shall constitute a quorum for business.

RULE XXVIII. In betting, when both parties are present, either party has a right to demand that the money be staked before the horses start, and if one refuse, the other may declare the bet void, at his option.

RULE XXIX. If either party be absent on the day of the race, the party present may declare the bet void, in the presence of the Judges, before the race commences; but if any person present offers to stake for the absentee it is a confirmed bet.

RULE XXX. A bet made on a heat to come, is no bet, unless all the horses starting in a previous heat start again.

RULE XXXI. A bet made during a heat is not determined until the race is finally decided, unless the heat be particularly mentioned.

RULE XXXII. If an entered horse die, or a subscriber entering him die, no forfeit shall be required.

RULE XXXIII. A premium given to another to make a bet, shall not be refunded, although the bet is not run for.

RULE XXXIV. All bets made between horses that are distanced the same heat, are considered drawn; and when between two horses, throughout a race, and neither of them wins it, the horse that is best at the termination of the race wins the bet.

RULE XXXV. When a dead heat be run, they may all start again, except the dead heat be between two horses, that if either had been winner, the race would have been over; in which case, they two only shall start again, to decide which shall be entitled to the purse. Such horses as are prevented by this rule from starting again, shall be drawn, and not distanced.

RULE XXXVI. When two horses are bet against each other, for the purse, if each win a heat, and neither distanced, they are equal. But, if one win a heat, and the other do not, the winner of the heat is best, unless he afterwards be distanced, in which case, the other, if he shall save his distance, shall be considered best; and when both are distanced, they shall be considered equal.

RULE XXXVII. Judges may postpone a race, but only in case of rain, or bad weather. No fresh entry of horses will be permitted.

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RULE XXXVIII. No gambling shall be permitted on the grounds under the control of the Club; and a committee shall be designated by the President, for the time being, with authority to employ police officers to aid them to arrest and bring to punishment, all persons attempting to violate this rule.

RULE XXXIX. For the transaction of the ordinary business of the Club, seven members shall be deemed a quorum. But no alteration shall be made in any of the established rules and orders of the Club, except in an open session of a number of members, not less than fifteen.

RULE XL. A meeting of the Club may at any time be called by the President, or one of the Vice Presidents, at the instance of any three members; the notice of said meeting to be given by the Recording Secretary.

RULE XLI. Gentlemen, residing twenty miles beyond the limits of the city of Baltimore, may be admitted, in the usual way, as members, on paying ten dollars per annum, subscription; except such as may enter horses, who shall pay the full subscription.

RULES OF THE FASHION JOCKEY CLUB, NEW YORK.

RULE I. NAME.—This Society shall be known by the name of the Fashion Jockey Club, of New York.

RULE II. MEETINGS.—There shall be two regular race meetings held by the Club, at the Fashion Course, Long Island, to be called and known as the Spring and Fall meeting.

RULE III. OFFICERS.—The officers of the Club shall consist of a President, two Vice Presidents, a Secretary and a Treasurer, to be elected by ballot.

RULE IV. THE PRESIDENT.—It shall be the duty of the President to preside at all meetings of the Club, to act as judge in all races of the Club (and in sweepstakes, with such other persons as the parties may appoint), assisted by the Vice Presidents. He shall appoint four Stewards, two Timers, and a Ladies' Committee of three, and all officers of the day, necessary to fill the place of absentees.

RULE V. VICE PRESIDENTS.—It shall be the duty of the Vice Presidents to attend all meetings of the Club, and assist the President in the discharge of his duties.

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In the absence of the President, the Vice President, and in his absence, the second Vice President, shall act as President *pro tem.*

RULE VI. SECRETARY.—It shall be the duty of the Secretary to attend all the meetings of the Club, also to attend the Judges on each day's race, assist them with his counsel, and furnish them with all necessary information in regard to each day's race. He shall keep a book in which shall be recorded the members' names, the rules and regulations of the Club, and any resolutions or amendments thereto, the proceedings of each meeting of the Club whether as special or regular meeting, the entries of horses for purses, matches and sweepstakes, the result of each day's race, with the time of running each heat; and shall publish the result in one newspaper, published in the city of New York.

RULE VII. TREASURER.—It shall be the duty of the Treasurer to collect all moneys due to the Club, whether from subscription of members, entries of horses, or from any other source, employing assistance, when necessary. He shall pay out no money, except when ordered by the President and Secretary.

RULE VIII. STEWARDS.—It shall be the duty of the Stewards to attend on the Course during a race, to preserve order, see that "the track" is kept clear, and prevent the crowd from encroaching when the horses are returning to the Judges' stand after the close of each heat. They may employ, at the expense of the Club, such assistance as they may deem necessary to the effectual discharge of their duties. During a race they will wear some appropriate badge of distinction, to be determined upon by themselves. The regular police of the Course shall also be under their control.

RULE IX. LADIES' COMMITTEE.—It shall be the duty of the Ladies' Committee to receive ladies visiting the Course, at the door of their carriage, escort them to the Ladies' stand, and attend to their comforts during their presence. They shall be designated by a *white* badge.

RULE X. JUDGES OF THE DAY.—There shall be three Judges in the starting stand, consisting of the President and two assistant Judges. No other person excepting the Secretary will be allowed to remain in the stand during a heat. The presiding Judge shall decide which horse wins a heat; but should he be unable to decide, he shall call for the opinions of his assistants, and the majority shall govern. The Judges shall see that the riders are dressed in Jockey style, weigh the riders before starting in the race, and after each heat, instruct the riders as to their duty under the rules, before starting in the race, and proclaim from the stand the time and result of each heat, and also the result of the race. They shall decide all disputes, and from their decision there

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shall be no appeal, unless at their own discretion. They shall not receive evidence of foul riding from any persons except the Stewards, Patrol, and Distance Judges.

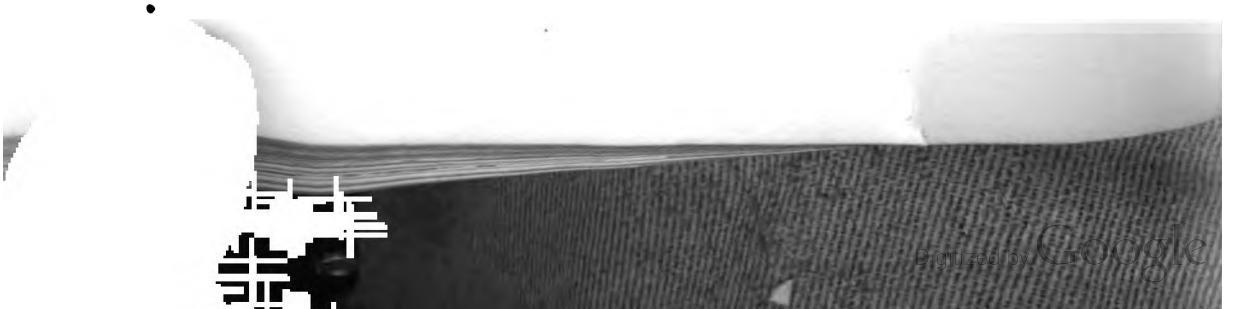
RULE XI. DISTANCE AND PATROL JUDGES.—There shall be two Distance Judges, and three Patrol Judges, appointed by the Judges of the day. The distance Judges shall remain in the distance stand, during heats, and immediately after each heat they shall repair to the Judges' stand, and report to the Judges the horse or horses that may be distanced, and foul riding, if any has occurred under their observation. The Patrol Judges shall repair in like manner to the Judges' stand, and report foul riding, if any has occurred under their observation.

RULE XII. SWEEPSTAKES.—All sweepstakes and matches advertised to be run on the Course on any day of a regular race meeting, shall be under the cognizance and control of the Club, and nominations cannot be changed after closing, unless by consent of all the parties. And no sweepstakes or match shall be run on the Course during a regular meeting, without being first reported to the Secretary, to bring it under the control of the Club.

RULE XIII. POSTPONEMENT.—The President and Vice Presidents may postpone a race for a purse, for any good cause which in their judgment may require it.

RULE XIV. ENTRIES.—All entries of horses to run for any purse shall be made in writing, by a member of the Club, and deposited in a box (kept for that purpose by the Secretary), before four o'clock, P.M., of the day previous to the race, unless the race of the day be not finished; and in such case, fifteen minutes after the race. Each entry shall contain the entrance money (5 per cent. of the amount of the purse), and state the name, age, color, sex, sire and dam of the horse, with the owner's name, and color of the rider. A horse having run under a name, if said name be changed, the entry must state the fact the first time of entering after said change, and if sire or dam bear a name, said name must be stated. Entries will not be received after the time specified. The entries shall not be drawn from the box, unless in the presence of at least two members of the Club. The places of the horses at starting to be determined by the order in which they are drawn from the box. In sweepstakes and matches, the Judges shall draw for the placing of the horses, in the stand.

RULE XV. RIDERS' COLOR.—Riders shall be dressed in jockey style. Colors to be recorded in the Secretary's book, and not permitted to



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be assumed by others. Jockeys shall not ride in colors not announced in the bills of the day.

RULE XVI. RIDERS.—Two riders from the same stable will not be permitted to ride in the same race, except by consent of the Judges; nor shall two horses from the same stable, or owned in whole or in part by the same person, be allowed to start in the same race, except in a race of a single heat.

RULE XVII. The following weights shall be carried, viz.:

Two years old,	- - - - - - -	A feather.
Three "	- - - - - - -	90 lbs.
Four "	- - - - - - -	104 "
Five "	- - - - - - -	114 "
Six "	- - - - - -	121 "
Seven and upwards,	- - - - - -	126 "

WEIGHTS.—Mares, fillies, and geldings allowed 3 lbs. If any horse carry five pounds over his proper weight, it shall be the duty of the Judges to announce it from the stand. A horse shall not be allowed to start in any race, carrying more than five pounds over weight. In making weight nothing shall be weighed from which a liquid can be wrung; and nothing shall be weighed after a heat, that was not weighed before it. Bridles not to be weighed.

RULE XVIII. AGE.—The age of horses shall be computed from the first day of January next preceding their being foaled. That is, a colt or filly foaled on any day in the year 1855, will be considered one year old on the first day of January, 1856.

RULE XIX. POSITIONS.—The horse to which "the track" is allotted, shall take his place on the inner or left-hand side, of the course; and the others shall take their places on his right, according to allotment. The winner of a heat shall at the next start have "the track;" the others shall take their positions in the order in which they came out in the previous heat.

RULE XX. SIGNAL FOR STARTING.—Some signal shall be given from the starting stand, five minutes before the period of starting, after the lapse of which time the Judges shall give the word to start to such riders as are then ready, but should any horse prove restive in being brought up to the stand, or in starting, the Judges may delay the start a short interval, at their own discretion.

RULE XXI. ACCIDENTS.—If an accident happen to a horse or rider at a start, the Judges may grant as much delay as they think necessary, not however to exceed the time allowed between the heats of the race in which the horses are about to contend.

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RULE XXII. WINNER.—The horse that first gets his head to the winning post shall be considered the winner of the heat. In the race best two in three, a horse that wins two heats, or distances "the field," wins the race. In the race best three in five, the horse that wins three heats, or distances "the field," wins the race.

RULED OUT AND DEAD HEAT.—In heats, best two in three, a horse not winning one heat in three, shall not be entitled to start for a fourth heat, but shall be "ruled out," and in heats best three in five, a horse not winning one heat in five shall not be entitled to start for a sixth heat, but shall be "ruled out." A "dead heat" shall be considered a heat, except with the horses that make it.

RULE XXIII. RIDERS AFTER HEAT.—A rider after a heat is ended shall repair to the Judges' stand; must not dismount till ordered by the Judges, nor suffer any person to touch or put cover upon his horse until ordered by the Judges to dismount, on pain of being distanced; and then with his saddle he shall repair to the scales to be weighed. A rider wanting more than two pounds of his proper weight, shall be declared distanced.

RULE XXIV. HORSE SWERVING.—If a horse run from the track into the field, he shall be declared distanced, although he may come out ahead, unless he turn and again enter the Course at the place from which he swerved, except the Judges believe he lost ground by swerving.

RULE XXV. DISTANCES.—All horses whose heads have not reached the distance stand as soon as the leading horse arrives at the winning post, shall be declared distanced. If any jockey shall ride foul, his horse shall be declared distanced. Whenever the winner of a heat is distanced by any default in riding, weight, or otherwise, the heat shall be awarded to the next best horse.

In heats of one mile, 60 yards shall be a distance.

In heats of two miles, 100 yards shall be a distance.

In heats of three miles, 130 yards shall be a distance.

In heats of four miles, 150 yards shall be a distance.

In heats of one mile, best three in five, 80 yards shall be a distance.

RULE XXVI. TIME BETWEEN HEATS.—The time between heats shall be twenty minutes for mile heats; thirty minutes for two-mile heats; thirty-five minutes for three-mile heats; forty-five for four-mile heats, and twenty-five minutes for mile heats, best three in five. The time to commence when the leading horse passes the Judges' stand.

RULE XXVII. RIDER FALLING.—If a Jockey fall from his horse while riding a heat, and another person of sufficient weight ride him in, he shall be considered as though the jockey had not fallen, provided he return to the spot where the jockey fell.

RULE XXVIII. FOUL RIDING.—If a horse or rider shall cross, jostle or strike another horse or rider, or do any thing that impedes another horse, accidentally or not, it is foul riding, and the horse that impedes the other shall be adjudged distanced. And if the Judges are satisfied that the riding was intentionally foul, or that the rider was instructed so to ride, the party or parties so offending, shall not be allowed to ride, enter or attend a horse over this Course in any race under the control of the Club. Although a leading horse is entitled to any part of the track, if he crosses from the right to the left, or from the inner to the outer side of the track, when a horse is so near him that in changing his position he compels the horse behind to shorten his stride, or if he causes the rider to pull him out of his stride, it is foul riding. And if, in passing a leading horse, the track is taken so soon after getting the lead as to cause the horse passed to shorten his stride, it is foul riding. All complaints of foul riding must be made before the horses start in another heat; and if it happens in the last heat, then before the Judges leave the stand.

RULE XXIX. COLLISION.—No compromise or agreement between two or more persons not to oppose each other, or to run jointly against any other person or persons, will be permitted. Upon satisfactory proof of the same being produced before the Judges, they shall declare the horses of such persons distanced, and the parties so offending shall be ruled off the Course.

RULE XXX. FRAUDS.—Every horse started shall run a *bona fide* race. If any fraud be discovered, and the purse, stakes or match money has been paid, the same shall be restored on demand of the Judges, and by them paid over to the owner of the next best horse. If the money be not restored by the illegal holder, he shall be expelled from the Club, and shall ever thereafter be ineligible as a member. If not a member of the Club, shall be prohibited from ever running a horse over the Course again.

RULE XXXI. FORFEITS.—A person owing a forfeit in any stakes or match run over, or agreed to be run over any Course, shall not be allowed to start a horse for a purse or sweepstakes, but no charge that such forfeit is due shall be heard unless made before starting. No horse, owned by a person prevented from starting one under the rules of the Club, shall be allowed to run, though said horse be entered in another name or found in another stable. Whenever the Judges are informed that a person has entered, or caused a horse to be entered or named in a race in violation of any rule of the Club, they shall immediately make

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an examination of the evidence, so as to enable them to come to a direct decision upon the case.

Rule XXXII. Disqualification as to Age.—Where there is a doubt about the age of a horse, the Judges may call in the assistance of persons in whose knowledge and honesty they have confidence, to aid them in deciding the question. When a clear case of disqualification is made out, the entrance money shall be forfeited, and they shall not allow the horse to start in the race; but if they have doubts they may allow the horse to run; and if he prove a winner, they shall retain the money or purse, and give the parties six days to procure testimony touching the case. If the disqualification is made out, they shall pay the money to the owner of the horse that was placed second in the race; and if it is not made out, they shall pay the money to the owner of the horse that was placed best in the race.

Rule XXXIII. Standing on Track and Striking a Horse.—No person shall be permitted to strike a horse with a whip over three feet in length, to get him from the stand to the start, or to assist his speed in the running of a race; nor shall any person stand in the track to point out a path for the rider, under the penalty of expulsion from the Course.

Rule XXXIV. Decorum.—If any owner, trainer, rider, starter or attendant of a horse use improper language to the Officers on the Course, or be guilty of improper conduct, the person so offending shall never be permitted to start, train, ride, turn or attend a horse upon this Course again in any race under the control of the Club.

Rule XXXV. Drawing or Selling.—No person shall be permitted to draw or sell his horse—if by the sale the horse be drawn—during the pendency of a race, unless by the permission of the Judges, under the penalty of being expelled from the Club.

Rule XXXVI. Sweepstakes, &c.—In sweepstakes or matches, stakes shall be put up or forfeits paid before the riders are weighed for the race, in the order in which the horses are to be placed in the start; the order of starting to be determined by lot.

Where more than one nomination has been made by the same individual in any sweepstakes to be run over the Fashion Course, and it shall be made to appear to the satisfaction of the Judge that all interest in such nominations has been *bona fide* disposed of before the time of starting, and the horses have not been trained in the same stable, all may start although standing in the same name in the list of nominations.

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If a nominated horse die, or a subscriber nominating him die before the race, no forfeit shall be required.

RULE XXXVII. HANDICAP.—None but horses that have run during the meeting, shall be permitted to start for a handicap purse. No horse shall be handicapped to carry extra weight; but for the purpose of equalizing the horses, a reduction of the regular weight may be made. The President, or acting President, shall handicap the horses, and the weights shall be announced immediately after the race of the day previous to the handicap race. Gentlemen designing to start, shall within an hour after the announcement, deposit their entries in the entry box.

RULE XXXVIII. WALK OVER.—No purse of money will be given for a walk.

RULE XXXIX. POWER OF JUDGES.—In all matters relating to the race or running, not provided by these rules, the Judges of the day will decide and direct according to the best of their judgment, and the usages of the turf in such cases.

RULE XL. MEMBERS AND THEIR PRIVILEGES.—Members of the Club shall pay forty dollars each year, in payments of twenty dollars, at each Spring and Fall meeting. No badge will be delivered until paid for. Members shall be entitled to attend all races run over the course under the control of the Club, and to all the privileges of the Course. During a race, they will be required to wear the badge of membership, in such manner as to be at all times seen. None but members—except as in Rule 41—and ladies introduced by them, can be admitted into the Members' or Ladies' stand.

RULE XLI. NON-RESIDENTS.—Gentlemen, non-residents of the State of New York, may be introduced into the Members' stand, during a race meeting, upon the payment of ten dollars, and invitation of the President, or one of the Vice Presidents. They will wear a badge of distinction.

RULE XLII. NEW MEMBERS.—New members must be proposed in writing, and the name of the candidate and the member proposing him be sent to the Secretary.

RULE XLIII. ELECTION.—Members of the Club shall be elected by ballot; and two black balls shall exclude the applicant.

RULE XLIV. QUORUM.—Nine members of the Club shall be deemed a quorum for the transaction of ordinary business, and election of members, but not less than twenty to alter a fundamental rule, unless public notice shall have been given ten days of such contemplated meeting.

RULE XLV. QUARTER STRETCH PRIVILEGES.—The Treasurer may sell badges to strangers, which will entitle them to the privilege of the

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"quarter stretch." This badge must be worn by the holder in such manner that at all times it may be plainly seen, that the officers on duty may be enabled to distinguish those privileged. No person without a proper badge will be allowed to remain in the quarter stretch. All badges are personal, and cannot be transferred.

BETTING AND RUNNING RULES.

RULE I. All bets are understood to relate to the purse or stakes, if nothing be said to the contrary, at the time of making the bet.

RULE II. A bet made on a horse is void, if the horse betted on does not start.

RULE III. When a bet is made on a horse "play or pay," the horse must start, or the party betting on him loses the bet.

RULE IV. A bet made on a heat to come, shall be void unless all the horses that have the right shall start, and unless the bet be between such named horses as do start.

RULE V. A bet made during the running of a heat, is not determined until the race is over, if "the heat" is not mentioned at the time of making the bet.

RULE VI. A confirmed bet cannot be off but by mutual consent, except in cases hereinafter mentioned.

RULE VII. Either of the betters may demand stakes to be made, and on refusal, declare the bet to be void.

RULE VIII. Bets agreed to be paid or received elsewhere than at the place of running, or any other specified place, cannot be declared off on the Course.

RULE IX. If a better be absent on the day of running, a public declaration of the bet may be made on the Course to the Judges before the race commences, and a demand whether any person will make stakes for the absent party; and if no person consent to do so, the bet may be declared void.

RULE X. When a race is postponed, all by-bets, except they are play or pay, shall be off.

RULE XI. A bet on "the field" is off, unless all the horses advertised to run, shall start, sweepstakes excepted, in them; if one horse is betted against the field, and only one of the field start, the bet must stand.

RULE XII. When a better undertakes to "place" the horses in a race, he must give each a specific place, as 1st, 2d, 3d, and so on. The

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word "last" shall not be construed to mean fourth, and distanced if four start, but *fourth* only, and so on. A distanced horse must be placed distanced.

RULE XIII. If, in the final heat of a race, there be but one horse placed, no horse shall be considered as "second" in the race.

RULE XIV. Horses that win a heat, shall be considered better than those which do not win a heat; and those that win two heats, better than those which win but one heat, provided they are not distanced in the race. Of the horses that each win a heat, he shall be considered best that is best placed in the final heat of the race. Of the horses that have not won a heat, he shall be considered best that is best placed in the final heat of the race.

RULE XV. "Distanced" horses are beaten by those that are not distanced. "Drawn" horses shall be considered distanced. Horses "ruled out" shall not be considered distanced. A horse distanced in a subsequent heat, beats a horse distanced in a previous heat. Horses distanced in the same heat are equal.

RULE XVI. In running heats, if it cannot be decided which horse is first, it shall be deemed a "dead heat," and shall not be counted, but shall be considered a heat as regards all the rest of the horses in the race; and those only shall start for the next heat which would have been entitled, had the heat been won by either horse making the dead heat.

RULE XVII. Horses shall be placed in a race, and bets decided as they are placed in the official records.

RULES OF THE METAIRIE JOCKEY CLUB.

RULE I. NAME.—This Association shall be known by the name of the "Metairie Jockey Club of the State of Louisiana."

RULE II. OFFICERS.—The Officers of the Club shall consist of a President, first and second Vice Presidents, a Secretary, and a Treasurer, who shall be elected annually, at a meeting succeeding the April meeting; on his election, the President shall appoint five Stewards, three Timers, and a Ladies' Committee of Three.

RULE III. DUTIES OF THE PRESIDENT AND VICE PRESIDENTS.—The President shall preside at all meetings of the Club; shall act as judge in all races of the Club, assisted by two Vice Presidents; he shall appoint two Distance Judges, and shall have power to appoint all officers of the day necessary to fill the places of absentees.

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In the absence of the President, the first Vice President shall preside; and in his absence the second Vice President shall preside.

The presiding Judge, whether the President or one of the Vice Presidents, shall decide which horse wins a heat; but should he be unable to decide, he shall call for the opinions of his assistants, and the majority shall govern.

The Judges shall keep their stand clear of any intrusion during the pendency of a heat; see that the riders are dressed in Jockey style; instruct the riders before starting, and proclaim from the stand the time and result of each heat, and the result of the race. They shall decide all disputes; and from their decision there shall be no appeal, except to the Club; they shall receive no evidence of foul riding, except from the officers of the day.

The President, or either Vice President, shall be authorized to call a meeting of the Club, whenever they may deem it proper, or upon the written requisition of fifteen members of the Club.

Rule IV. Secretary.—The Secretary shall attend the Judges on each day's race; keep a book, in which he shall record the names of the members, the rules of the Club, the proceedings of each meeting, and the entries of horses for each day's race. He shall keep an account of each day's race, and shall publish the result in one newspaper published in New Orleans. He shall see that the riders are weighed before starting in the race, and after each heat. It shall also be his duty to see that the horses start with their appropriate weights.

Rule V. Treasurer.—The Treasurer shall collect the subscriptions of members, employing assistance for that purpose when necessary. He shall pay out no money except when ordered by the Club, or in the recess of the Club, by the Executive Committee.

Rule VI. Stewards.—The Stewards shall attend on the Course, preserve order, clear the track, keep the crowd from the horses when returning to the stand after the close of each heat, exercise vigilance to prevent disorder and detect foul riding. They may call to their aid such assistance as they may deem necessary on extraordinary occasions: and in the absence of the President and Vice Presidents, shall appoint Judges for the day from among the members. On the track during the race, they shall be designated by a red badge. The Police of the Course shall be under their control.

Rule VII. Ladies' Committee.—The Ladies' Committee shall receive ladies visiting the Course, at the door of their carriage, and escort them to the Ladies' stand; and shall attend to their comfort while on the track. They shall be designated by a white badge.

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RULE VIII. PATROL JUDGES.—It shall be the duty of the Patrol Judges preceding each heat, to repair to the places designated by the President, see there is no foul riding; and after the heat, immediately to repair to the stand and make their report, before which report, the heat shall not be decided.

RULE IX. DISTANCE JUDGES.—During heats, the Distance Judges shall remain in the distance stand. At the termination of each heat, they shall repair to the Judges' stand, and report the horse or horses that may be distanced, and any foul riding they may detect.

RULE X. MEMBERSHIP.—Members of the Club shall pay $50 a year, payable $25 at each race meeting. No badge shall be delivered until paid for. No gentleman shall be admitted in the members' or ladies' stand except as hereinafter provided. Any member of the Club shall have the privilege of introducing, at each race meeting, two, non-residents of the State, by producing a badge of the Treasurer, which badge shall have printed on it "invitation," and have written the name of the wearer and the name of the introducer. The price of the badge shall be $10. All badges shall be personal, and not transferable, under any circumstance.

Members of the Club shall be elected by Ballot, and three black balls exclude the applicant.

RULE XI. RESIGNATION OF MEMBERS.—Members wishing to resign, shall enclose their resignation to the Treasurer, at least ninety days previous to a race meeting; and the names of members not resigning, and failing to pay their subscription when applied to, shall be posted in the Judges' stand by the Treasurer, at 3 P. M., on the last day's race.

RULE XII. POSTPONEMENT.—The President and Vice Presidents may postpone a race for a purse, but only in case of bad weather, or upon some extraordinary occasion.

RULE XIII. OF PERSONS EXPELLED FROM OTHER COURSES.—Any person who has been expelled from a Jockey Club, or ruled off any Course, will not be permitted to enter a horse for a purse or in a stake; nor shall he be permitted to turn, ride, or attend in any capacity, a horse on this Course, in any race under the control of the Club.

RULE XIV. RIDERS.—Two riders from the same stable will not be permitted to ride in the same race, except by consent of the Judges, nor shall two horses from the same stable be allowed to run in the same race, except in a single heat race.

RULE XV. COLORS.—All riders shall be dressed in jockey costume. Gentlemen who first record their colors with the Secretary, shall be en-

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titled to them, and no one else shall be permitted to ride in them. Gentlemen having recorded their colors, shall continue to ride in them until the record be altered with the Secretary. Jockeys shall not ride in colors not announced in the bills of the day. The Secretary shall post on the Judges' stand all the colors that have been recorded.

Rule XVI. Entries.—All entries of horses to run for a purse, shall be made by a member of the Club, sealed and deposited in a box—kept for the purpose by the Secretary—before four o'clock, P. M., of the day previous to the race, unless the race of the day be not finished; and in such case, 15 minutes after the close of the race. Every entry shall describe the age, name, color, sex, sire and dam of the horse, with the owner's name and colors. Any horse having run under a name, if said name be changed, the entry shall state the fact the first time of entering after said change; and if sire or dam bear a name, said name must be stated. No entry shall be received after the time specified; and the box shall not be opened unless in the presence of two members of the Association. The place of horses to be determined at starting as they are drawn from the box.

Rule XVII. Weights.—The following weights shall be carried, viz. —two-year-olds, 80 pounds; three-year-olds, 86 pounds; four-year-olds, 100 pounds; five-year-olds, 110 pounds; six-year-olds, 118 pounds; seven-year-olds and upwards, 124 pounds;—three pounds allowed to mares and geldings. If any horse carry five pounds over his proper weight, it shall be the duty of the Judges to announce it from the stand. No horse shall be allowed to start in any race, carrying more than five pounds over weight. In making weight, nothing shall be weighed from which a liquid can be wrung, and nothing shall be weighed off that was not weighed on.

Rule XVIII. Of Age.—A horse's age shall be reckoned from the first day of May; that is to say, a colt foaled in the year 1850, shall be considered one year old on the first day of May, 1851.

Rule XIX. Of Starting.—The horses shall be started by the tap of the drum, after which there shall be no recall.

Rule XX. False Starts.—When a false start is made, no horse making the false start, nor any horse remaining at the stand, shall have clothes thrown upon them, nor shall the rider be permitted to dismount, nor shall any delay be permitted, but the horses shall be started as soon as brought to the score. Horses making a false start, shall return to the stand by the nearest way. Any infringement of this rule, shall be punished by not allowing the party or parties violating it to start in the race.

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RULE XXI. ACCIDENTS.—If an accident happen to a horse or rider at a start, the Judges may grant as much delay as there is time allowed between the heats in the race in which the horses are about to contend.

RULE XXII. DISTANCED HORSES—DISTANCES.—All horses whose heads have not reached the distance stand as soon as the leading horse arrives at the winning post, shall be declared distanced. All horses not bringing out their proper weight, or within two pounds of it, shall be declared distanced. If any Jockey shall ride foul, his horse shall be declared distanced. Whenever the winner of a heat is distanced by any default in riding, weight, or otherwise, the heat shall be awarded to the next best horse.

In heats of one mile, 60 yards shall be a distance.

In heats of two miles, 100 yards shall be a distance.

In heats of three miles, 130 yards shall be a distance.

In heats of four miles, 150 yards shall be a distance.

In heats of one mile, best three in five, 80 yards shall be a distance.

RULE XXIII. PLACES OF HORSES.—The horse to which the track is allotted shall take his place on the inner or left-hand side of the Course; the others shall take their places on his right according to allotment. The winner of a heat shall, at the next start, have the track; the others shall take their positions on his right in the order in which they came out in the previous heat.

RULE XXIV. WINNER OF A RACE—DEAD HEATS—RULING OUT.—In the race best two in three, a horse that wins two heats, or distances the field in one heat, wins the race. In the race best three in five, the horse that wins three heats or distances the field, wins the race. The horse that first gets his head to the winning post, shall be considered the winner of the heat.

In heats best two in three, a horse not winning one heat in three, shall be ruled out. And in heats best three in five, a horse not winning one heat in five, shall be ruled out. A dead heat shall be considered a heat, except with the horses that make it.

RULE XXV. DUTIES OF RIDERS.—Riders, after a heat is ended, shall repair to the Judges' stand; they must not dismount until ordered by the Judges, nor suffer any person to touch or put cover upon their horses until ordered by the Judges to dismount, on pain of being distanced; and then, with their saddles, shall repair to the scales to be weighed. A rider thrown, or taken by force from his horse, after passing the winning post, shall not be considered as having dismounted without permission of the Judges; and if disabled, may be carried to the Judges' stand to be weighed.

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RULE XXVI. BOLTING.—If any horse shall run from the track into the field, he will be declared distanced, although he may come out ahead, unless he turn and again enter the Course, at the point from which he swerved, unless the Judges believe he lost ground by swerving.

RULE XXVII. TIME BETWEEN HEATS.—The time between heats shall be twenty minutes for mile heats; thirty minutes for two-mile heats; thirty-five minutes for three-mile heats; forty-five minutes for four-mile heats; and twenty-five minutes for mile heats, best three in five.

RULE XXVIII. RIDER FALLING.—If a Jockey fall from his horse while riding a heat, and another person of sufficient weight ride him in, he shall be considered as though the Jockey had not fallen, provided he return to the spot where the Jockey fell.

RULE XXIX. FOUL RIDING AND TRACK.—If a horse or rider shall cross, jostle, or strike another horse or rider, or do any thing that impedes another horse, accidentally or not, it is foul riding, and the horse that impedes the other shall be adjudged distanced. And if the Judges are satisfied that the riding was intentionally foul, or that the rider was instructed so to ride, the party or parties so offending, shall not be allowed to ride, enter or attend a horse over this Course in any race under the control of the Club. Although a leading horse is entitled to any part of the track, if he crosses from the right to the left, or from the inner to the outer side of the track, when a horse is so near him that in changing his position he compels the horse behind him to shorten his stride, or if he causes the rider to pull him out of his stride, it is foul riding. And if in passing a leading horse, the track is taken so soon after getting the lead as to cause the horse passed to shorten his stride, it is foul riding. All complaints of foul riding must be made before the horses start in another heat; and if it happens in the last heat, then before the Judges leave the stand.

RULE XXX. COLLUSION.—No compromise or agreement between two or more persons not to oppose each other, or to run jointly against any other person or persons, will be permitted. Upon satisfactory proof of the same being produced before the Judges, they shall declare the horses of such persons distanced, and the parties so offending shall be ruled off the Course.

RULE XXXI. OF FRAUDS.—Every horse started shall run a *bona fide* race. If any fraud be discovered, and the purse, stakes, or match money, has been paid, the same shall be restored on demand of the Judges, and by them paid over to the owner of the next best horse. If

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the money be not restored by the illegal holder, he shall be expelled from the Club, and shall ever thereafter be ineligible as a member. If not a member of the Club, he shall be prohibited from ever running a horse over the Course again.

RULE XXXII. OF FORFEITS.—A person owing a forfeit in any stake or match run over, or agreed to be run over any Course, shall not be allowed to start a horse for a purse or sweepstake, but no charge that such forfeit is due shall be heard unless before starting. No horse owned by a person prevented from starting one under the rules of the Club, shall be allowed to run, though said horse be entered in another name or found in another stable. Whenever the Judges are informed that a person has entered, or caused a horse to be entered or named in a race, in violation of any rule of the Club, they shall immediately make an examination of the evidence, so as to enable them to come to a correct decision upon the case.

RULE XXXIII. DISQUALIFICATION AS TO AGE.—Where there is a doubt about the age of a horse, the Judges may call in the assistance of persons in whose knowledge and honesty they have confidence to aid them in deciding the question. When a clear case of disqualification is made out, the entrance money is forfeited, and they shall not allow the horse to start in the race; but if they have doubts, they may allow the horse to run; and if he prove a winner, they shall retain the money or purse, and give the party sixty days to procure testimony touching the case. If the disqualification is made out they shall pay the money to the owner of the horse that was placed second in the race; and if it is not made out, they shall pay the money to the owner of the horse that was placed best in the race.

RULE XXXIV. OF AIDS.—No person shall be permitted to strike a horse with a whip over three feet in length, to get him from the stand in the start, or to assist his speed in the running of a race; nor shall any person stand in the track to point out a path for the rider, under the penalty of expulsion from the Course.

RULE XXXV. OF DECORUM.—If any owner, trainer, rider, starter, or attendant of a horse use improper language to the Officers on the Course, or be guilty of improper conduct, the person so offending shall never be permitted to start, train, ride, turn, or attend a horse over this Course again in any race under the control of the Club.

RULE XXXVI. SELLING AND DRAWING.—No person shall be permitted to draw or sell his horse—if by the sale the horse be drawn—during the pendency of a race, except with permission of the Judges, under penalty of being expelled from the Club.

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RULE XXXVII. SWEEPSTAKES AND MATCHES—DEATH.—In sweepstakes or matches, stakes shall be put up or forfeits paid before the riders are weighed for the race, in the order in which the horses are to be placed in the start; the order of starting to be determined by lot.

In sweepstakes and matches, the parties to them may select the Judges for the race.

All sweepstakes and matches advertised by the Club, are to be under its control, and governed by its Rules; and when a stake has been closed, no nomination shall be changed without the consent of all parties to the stake.

If an entered horse die, or a subscriber entering him die before the race, no forfeit shall be required.

RULE XXXVIII. HANDICAP.—Horses only that have run during the meeting, shall be permitted to start for a handicap purse. No horse shall be handicapped to carry extra weight, but for the purpose of equalizing the horse, a reduction of the regular weight may be made. The President, or acting President, shall handicap the horses, and the weights shall be announced immediately after the race of the day, previous to the handicap race. Gentlemen designing to start, shall, within one hour after the announcement, deposit their entries in the box.

RULE XXXIX. CASES UNPROVIDED FOR.—In all matters relating to the race or running not provided for in these rules, the Judges for the day will decide and direct according to the best of their judgment, and the usages of the turf in such cases.

RULE XL. QUORUM.—Fifteen members shall constitute a quorum, except for the alteration of Rules, when one-third of the members of the Club shall be present, and the affirmative vote of two-thirds of the members present shall be required to adopt any new rule, or to rescind, or alter any existing rule.

RULES FOR RUNNING AND BETTING.

RULE I. CATCH WEIGHT.—Four inches are a hand. Fourteen pounds are a stone. Catch weights are, parties to ride without weighing.

RULE II. POST MATCH.—A post match is to insert the terms of the race in the articles, and to run any horse, without declaring what horse, until they come to the post to start.

RULE III. WINNERS.—Horses that win a heat, shall be considered

better than those who do not win a heat; and those that win two heats better than those that win but one, provided they be not distanced in the race. Of the horses that each win a heat, he shall be considered best that is best placed in the final heat of the race. Of the horses that have not won a heat, he shall be considered best that is best placed in the final heat of the race.

RULE IV. DISTANCED HORSES.—Distanced horses are beaten by those that are not distanced. Drawn horses shall be considered distanced; horses ruled out shall not be considered distanced A horse distanced in a subsequent heat beats a horse distanced in a previous heat. Horses distanced in the same heat are equal.

RULE V. SECOND HORSE.—If, in the final heat of a race, there be but one horse placed, no horse shall be considered as second in the race.

RULE VI. BETS ON THE FIELD AND BETWEEN HEATS.—Bets on the field are off, unless all the horses advertised to run start, sweepstakes excepted; in them, if one horse is backed against the field, and only one of the field start, the bets must stand. All bets made between heats are off, unless all the horses that have the right, start in the next heat.

RULE VII. BETS DURING A HEAT.—Bets made during the running of a heat, are not determined until the conclusion of the race, if the heat is not mentioned at the time.

RULE VIII. DEAD HEAT.—In running heats, if it cannot be decided which horse is first, it shall be deemed a dead heat, and shall not be counted, but shall be considered a heat as regards all the rest of the horses in the race; and those only shall start for the next heat which would have been entitled had it been won by either horse making the dead heat.

RULE IX. BETS OFF.—A confirmed bet cannot be off but by mutual consent, except in cases hereinafter mentioned.

RULE X. MAKING STAKES.—Either of the betters may demand stakes to be made; and on refusal, declare the bet to be void.

RULE XI. DECLARING OFF.—If a better be absent on the day of running, a public declaration of the bet may be made on the Course to the Judges, and a demand whether any person will make stakes for the absent parties; and if no person consent to do so, the bet may be declared void.

RULE XII. BETS NOT OFF.—Bets agreed to be paid, or received elsewhere than at the place of running, or any other specified place, cannot be declared off on the Course.

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RULE XIII. BETS OFF BY POSTPONEMENT.—When a race is postponed from one day to another, all by-bets, except they are play or pay, shall be off.

RULE XIV. THE FIELD.—A field shall comprise all the horses entered except the one who may be named against the remainder, unless in a stake, where one horse is a field. The person who lays the odds can choose his horse or the field; the withdrawal of a horse, previous to starting in the race, annuls the bet.

RULE XV. PLAY OR PAY.—When a bet is made on a horse, play or pay, the horse must start, or the party betting on him loses his bet.

RULE XVI. UNTRIED AND MAIDEN HORSES.—An untried stallion or mare, is one whose produce has never won. A maiden horse or mare, is one that has never won.

RULE XVII. PLACING HORSES.—Where a better undertakes to place the horses in a race, he must give each a specific place, as 1st, 2d, 3d, and so on. The word last shall not be construed to mean fourth and distanced, if four start, but fourth only, and so on. A distanced horse must be placed distanced.

RULE XVIII. BETS AND PLACING.—Horses shall be placed in a race, and bets decided as they are placed in the official record.

ENGLISH LAWS OF RACING.

FROM "BRITISH RURAL SPORTS," BY "STONEHENGE."

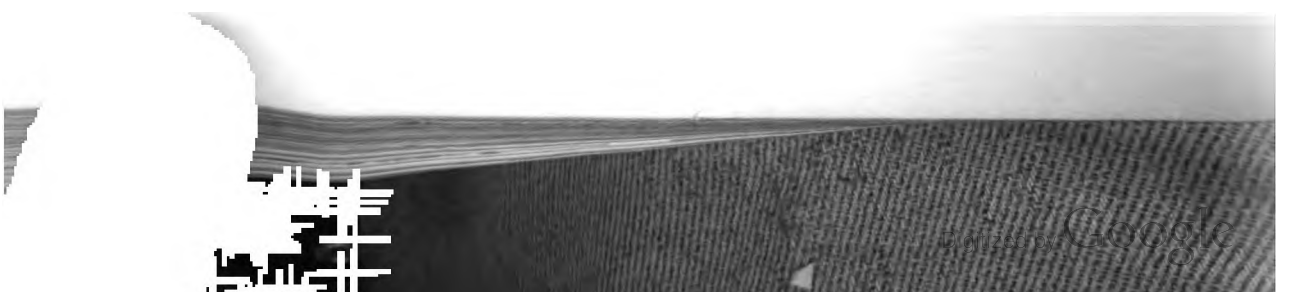
The following rules are applicable at Newmarket, and those courses in which it is specially appointed and published that the Newmarket rules shall apply.

RULE I. The age of all horses is taken from the first of January.

RULE II. In catch weights any person can ride without going to scale. A feather weight is defined to be four stones, but the usual declaration must be made if the jockey intends to ride more than that weight.

RULE III. Horses are not entitled to start without producing a certificate of age, &c., if required, except where aged horses are included; in which case the younger horse may run without such certificate, but carrying the weight allotted to the aged horse.

RULE IV. A maiden horse or mare is one that has never won. An untried stallion or mare is one whose produce has never started in public.



RULE V. No person can run more than one horse for any plate, nor for any race in heats.

RULE VI. When two horses run a dead heat, and their owners agree to divide, both are liable to carry extra weight as winners. Walking over or receiving forfeit will be deemed winning. The winner of a sweepstakes, where two only start, is considered to win a sweepstakes In estimating winnings, no deduction can be made except the winner's own stake, and any sum or sums required by the conditions to be paid to any other horse or horses in the race. Entrance money for plates not to be deducted.

RULE VII. Jockeys must ride their horses to the usual place of weighing, and he that dismounts beforehand or wants weight, is distanced, unless he is disabled by accident, in which case he may be led or carried to the scale. If a jockey fall from his horse, and the horse be rode in from the place where the rider fell by a person of sufficient weight, he may take his place the same as if the rider had not fallen. [At Newmarket jockeys are required to weigh before as well as after the race.]

RULE VIII. If one horse cross or jostle another, such horses—unless he be two clear lengths before the horse whose track he crosses—and every horse belonging to the same owner, or in which he may have a share, running in the same race, will be disqualified for winning, whether such jostle or cross was caused by accident or foul riding. Complaints must be made at the time the jockey is weighed.

RULE IX. Every jockey is allowed two pounds above the weight specified for his horse; but should any horse carry more than two pounds above his weight without having declared it, he will he considered distanced, although he came in first. [At Newmarket at least one hour before the time fixed for the first race of the day; or if no time is fixed, a clear half hour before the race is run.]

RULE X. For the best of the plate, when three heats are run, the horse is second which wins one heat. For the best of the heats, the horse is second that beats the other horse twice out of three times, though he do not win a heat. When a plate is won by two heats, the preference of the horses is determined by the second heat. When a plate is given to the winner of the best of three heats, a horse must be the actual winner of two heats, even though no horse appear against him for both or either of the heats. When three horses have each won a heat, they only must start for a fourth. In running heats, a dead heat goes for nothing, and all the horses may start again, unless it be

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between two horses that had each won a heat. Horses drawn before the plate is won are distanced. No distance in a fourth heat.

Rule XI. In all nominations of horses which have not started before the time of naming, the sire, dam, and granddam must be mentioned if known, unless the dam has a name which is to be found in the Stud Book or Calendar, in which case the name of the sire and dam will be sufficient. If the horse, &c., be own brother or sister to any horse, &c., having a name in the Stud Book or Calendar, it will be sufficient to name it as such; if the dam or granddam be sister—but which sister must be specified if there are more than one—dam, or granddam of any horse, &c., having a name in the Stud Book or Calendar, it will be sufficient to mention her as such. If the dam or granddam is not known, the sire of the horse, &c., must be mentioned, together with such other particulars as will be sufficient to identify the animal. If a horse has once appeared in the "Racing Calendar" by a name and his pedigree, it will be sufficient afterwards to mention him by his name only, even though he has never started. If the dam was covered by more than one stallion, the names of all of them must be mentioned. If any horse be named without being identified he will not be allowed to start, but his owner will be liable for the stake or forfeit.

Rule XII. No horse will be deemed the winner of any race which shall be proved to have run under a false description; the disqualification to remain in force until his pedigree be ascertained and recorded. No objection can be made after the lapse of twelve months from the time of running.

Rule XIII. Allowance of weight to the produce of untried horses or mares must be claimed at the time of running. Extra weight and allowances for not winning are not accumulative unless particularly specified. Extra weights for running are enforced up to the time of starting.

Rule XIV. When any person enters a horse or subscribes, under a fictitious name, or in the name of a person not fully identified at the time, he will be considered in all respects as the owner of the horse, and as the subscriber to the stake. The Stewards of the Jockey Club have power to call upon a nominator to produce testimony that the horse named is not the property, either wholly or in part, of any person whose name appears in the list of defaulters; and if he fail to do so, they may cause the nomination to be erased.

Rule XV. In any race which may contain particular conditions as to qualification, it is sufficient if the horse be qualified at the time of naming.

RULE XVI. When the qualification of a horse is objected to before running, the proof of qualification must be made by the owner before starting; on failure, the prize may be withheld for a period to be fixed by the Stewards; and if not made then, he will not be entitled to the prize, though his horse shall have come in first. If the objection be made after the time specified, the proof rests with the objector.

RULE XVII. When the age or qualification of a horse is objected to, either before or after running, the Stewards have power to order the examination of the horse's mouth, by competent persons, and to call for such evidence as they may require, and their decision is final. The person requiring the horse's mouth to be examined at Newmarket must pay the expenses of such examination, unless it should prove that the horse is of the wrong age, in which case the Jockey Club will pay it.

RULE XVIII. In all cases of fraud punishable by law, the Jockey Club have power, with the consent of the party aggrieved, to prosecute the offenders.

RULE XIX. If a horse shall run, or be brought to run, for any race in England or elsewhere, and shall be proved not to be of the age represented, the Jockey Club have power to disqualify for ever the owner, or part owner, trainer, groom, or person having the care of such horse at the time, from running or training any horse where the rules of the Jockey Club apply, and from being employed by any member of the Club. And any horse thus fraudulently entered or run, is for ever disqualified for running in any race whatever.

RULE XX. No horse foaled out of the United Kingdom can be entered for any race where the rules of the Jockey Club prevail, unless the owner at the time of naming, deposit with the person appointed to receive such nomination a certificate from some racing club of the country where the horse was foaled, or from the Mayor or other public officer of the district, stating the age, pedigree, and color of the horse, and the marks by which it is distinguished.

RULE XXI. All stakes must be made before starting, in default thereof the nominator becomes liable as a loser, whether his horse comes in first or not, unless he shall previously have obtained the consent of the party or parties with whom he is engaged, to his not staking. When the riders of any horses brought out to run are called upon by the starter to take their places for starting, the owner of every horse that goes to the post is liable to pay his whole stake.

RULE XXII. No person can start a horse for any race either in his own name or in that of any other person, unless both the owner and namer shall have paid all former stakes and forfeits before the time fixed for

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starting for the first race. This rule extends to forfeits due elsewhere than at Newmarket, provided a notice of them be delivered by ten o'clock in the evening preceding the day of running.

Rule XXIII. No person in arrear for stakes or forfeits, after application for payment, and no person notoriously a defaulter in respect of bets, can enter and run in his own name, or in that of any other person, any horse of which he is wholly or in part owner. And to prevent any evasion of this rule, the Stewards have power to call upon the nominator to procure satisfactory testimony that such is not the case, and on failure of such proof, may cause the nomination to be erased; and the nominator will be held liable for the stakes or forfeits thereon. And no horse trained by any groom or person thus in default, or in any way under the care of a person in default, will be permitted to start. Should any horse, coming under the above regulations, be mistakingly permitted to start, he will not be considered a winner, though he should come in first; and the subscriber will have to pay the whole stake, as for a beaten horse. This rule does not apply at Newmarket, but at most of the principal races elsewhere.

Rule XXIV. When a horse is sold with his engagements, the seller has not the power of striking the horse out; but, as the original subscriber remains liable for the forfeits, he may, if compelled to pay them, place them on the forfeit-list, as due from the purchaser to himself; and both the purchaser and the horse remain under the same disabilities as if the purchaser had been the original subscriber. In all cases of private sale, the written acknowledgment of both parties that the horse was sold with the engagement, is necessary to entitle either buyer or seller to the benefit of this rule.

Rule XXV. When a person has a horse engaged in the name of another party, who may be on the list of defaulters, he may, if he pay this forfeit, start his horse, leaving the forfeit on the list, and substituting his own name for that of the person to whom it was previously due. He may take the same course in respect of forfeits not on the list.

Rule XXVI. When a person takes a nomination for a stake, in which the forfeit is to be declared by a particular time, and does not declare forfeit by the time fixed, he takes the engagement on himself, and his name will be substituted for that of the original subscriber.

Rule XXVII. In a selling race, none but those who have started horses in it are entitled to claim; the horse claimed must be paid for on the day of the race, or the party claiming it is not entitled to de-

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mand him at any future period; but the owner of the horse claimed may insist upon the claimant taking and paying for him. At Newmarket any horse for a selling stake or plate is liable to be claimed by the owner of any other horse in the race, for the price for which he is entered to be sold and the amount of the stake; the owner of the second being first entitled, &c.

Rule XXVIII. Every engagement made with any horse, &c., running in a trial, between the time of such trial and the entering of it in the Trial Book, whether it be entered within the time prescribed or not, shall not be run; but the owner of such tried horse shall be considered as having declared forfeit, unless his opponents, or any of them, should be desirous to hold him to his engagement. And, in case any horse so tried shall have started and won any race made subsequently to the trial, and before the entry of it, his owner will not be entitled to the stake, but will be considered as beaten. Every bet made upon or against any such horse becomes void. In these cases the disqualification attaches to the horse, without regard to any change of the property in him; and if, with respect to the disqualification, any difficulty should arise in ascertaining the horse or horses tried, the owner is bound, on the request of the Stewards, to declare to them which of his horses ran in such trial; on refusal, the Stewards have the power to fix the disqualification upon any one or more of his horses at their option. This rule is applicable only to Newmarket.

RULES OF BETTING.

The following rules are considered binding upon all betters. Those which apply exclusively to Newmarket are specified. They are extracted from that carefully got up authority, "Ruff's Guide."

Rule I. The person who bets the odds has a right to choose his horse or the field; when he has chosen his horse, the field is what starts against him. Bets are determined though the horse does not start, when the word "absolutely," or "play or pay," are made use of. All double events are play or pay. Bets on horses whose riders have been called upon by the starter to take their places for the purpose of starting, are play or pay.

Rule II. A bet cannot be off except by mutual consent; but either party may demand stakes to be made on the day of the race, and on refusal may declare the bet off. And if either party be absent on the day of running, a public declaration of the bet may be made on the

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course, and a demand whether any person will make stakes for the absent party. If no person consent to do so, the bet may be declared void. Bets, however, agreed to be settled in town, or any particular place, cannot be declared off on the Course.

Rule III. Bets laid without mentioning the horse before the race is over, are determined by the state of the odds at the time of making it.

Rule IV. Bets between any horses that become the property of the same person, or of his avowed confederate, are void.

Rule V. Bets on horses disqualified, and not allowed to start, for want of proper identification in naming or entering, are void; but not so on horses objected to after the race on the ground of incorrect pedigree or nomination; in the latter case, the bets go with the horse that comes in first, unless otherwise disqualified. In cases where the objection is made before starting, the Stewards have the power to suspend the settlement of bets until the objection has been investigated.

Rule VI. Bets become void on the death of the nominator of the horse betted on; or if the race for which the horse is named be the first of a double event; but not so on the death of the horse, or of the owner of such horse, unless named by him.

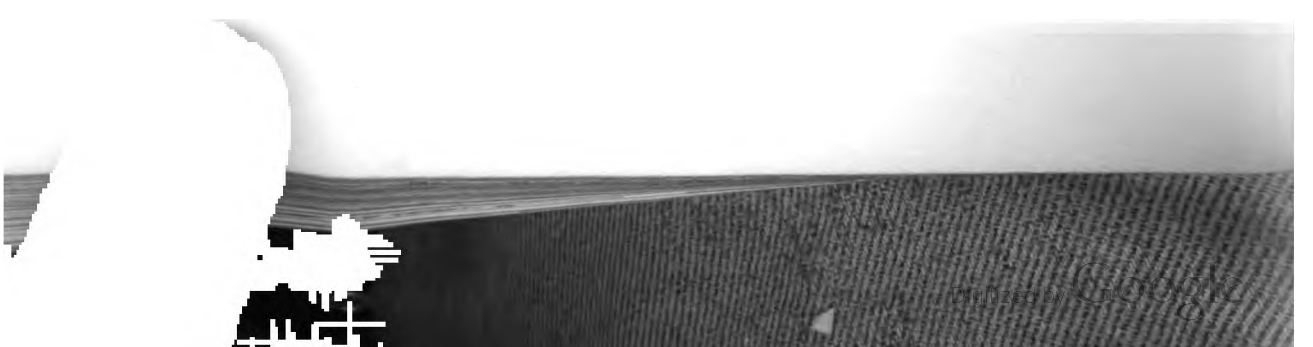
Rule VII. Bets made upon any horse running in a trial between the time of trial and the entry of it, are void. This rule applies only to Newmarket.

Rule VIII. Bets on a race for any particular day in any meeting, in which the parties afterwards change the day, stand; but if the race be postponed to a different meeting, are void. The Stewards have the power, in cases of urgent necessity, of putting off the races from day to day, in the same week, and all bets on such races must stand.

Rule IX. Bets not vitiated because the owner of the horse may have omitted to make stakes before starting.

Rule X. Bets made in running for a place are not determined until it is won. Bets made after the heat, if the horse betted should not start again, are void.

Rule XI. Bets between horses who run a dead heat, and whose owners agree to divide, or between either of such horses and the field, must be put together and divided in the same proportion as the stakes. If a bet be made on one of the horses that ran the dead heat against a horse that is beaten in the race, the backer of the former wins half his bet. If the dead heat be the first event of a double bet, the bet



is void. Bets between horses that run a dead heat for a match are void.

RULE XII. Bets cannot be transferred without the consent of both parties to it.

RULE XIII. Money given to have a bet laid is not to be returned, though the race be not run.

RULE XIV. Bets between horses are void if neither of them should win.

RULE XV. A defaulter for bets may, within two years from the date of his defalcation, after having settled with his creditors, demand the sums due to him, but after the expiration of that term loses all claim on the person indebted to him.

RULES OF THE UNION COURSE, LONG ISLAND.

ARTICLE I. NATURE OF RULES.—All matches or sweepstakes which shall come off over this Course, will be governed by these rules, unless the contrary is mutually agreed upon by the parties making such match or stake.

ART. II. POWER OF POSTPONEMENT.—In case of unfavorable weather or other unavoidable causes, all purses, matches, or sweepstakes, announced to come off, to which the proprietors contribute, they shall have the power to postpone to a future day upon giving notice of the same.

ART. III. QUALIFICATION OF HORSES STARTING.—Horses trained in the same stable, or owned in part by the same person, within three days, shall not start for a purse; and horses so entered shall forfeit their entrance. A horse starting alone shall receive but one-half the purse. Horses deemed by the Judges not fair trotting horses, shall be ruled off previous to, or distanced at the termination of the heat.

ART. IV. ENTRIES.—All entries shall be made under a seal, enclosing the entrance money (ten per cent. on the purse), and addressed to the proprietor, at such time and place as may have been previously designated by advertisement.

ART. V. WEIGHT TO BE CARRIED.—Every trotting horse starting for match, purse or stake, shall carry one hundred and forty-five pounds, if in harness; the weight of the sulky and harness not to be considered. Pacing horses liable to the same rule.

ART. VI. DISTANCES.—A distance for mile heats, best three in five

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shall be one hundred yards; for one-mile heats, eighty yards; and for every additional mile, an additional eighty yards.

ART. VII. TIME BETWEEN HEATS.—The time between heats shall be, for one mile twenty minutes; and for every additional mile, an additional five minutes.

ART. VIII. POWER OF JUDGES.—There shall be chosen, by the proprietor of the Course, or Stewards, three Judges to preside over a race for a purse, and by them an additional Judge shall be appointed for the distance stand; they may, also, during or previous to a race, appoint Inspectors at any part of the Course, whose reports, and theirs alone, shall be received of any foul riding or driving.

ART. IX. DIFFERENCE OF OPINION BETWEEN JUDGES.—Should a difference of opinion exist between the Judges in the starting stand on any question, a majority shall govern.

ART. X. JUDGES' DUTIES.—The Judges shall order the horses saddled or harnessed five minutes previous to the time appointed for starting; any rider or driver causing undue detention after being called up, by making false starts or otherwise, the Judges may give the word to start without reference to the situation of the horse so offending, unless convinced such delay is unavoidable on the part of the rider or driver, in which case not more than thirty minutes shall be consumed in attempting to start, and at the expiration of that time, the horse or horses ready to start shall receive the word.

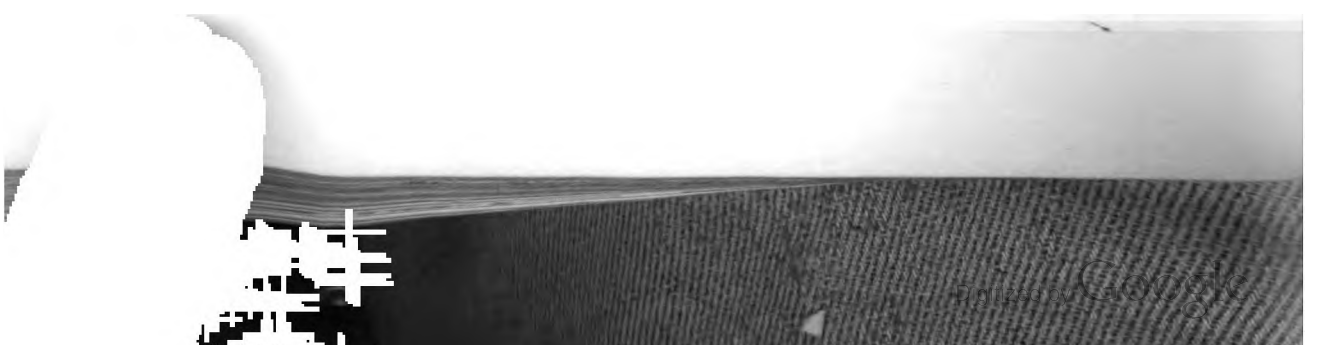
ART. XI. STARTING OF HORSES.—The pole shall be drawn for by the Judges; the horse winning a heat shall, for the succeeding heats, be entitled to a choice of the track; on coming out on the last stretch, each horse shall retain the track first selected; any horse deviating shall be distanced.

ART. XII. RIDERS OR DRIVERS.—Riders and drivers shall not be permitted to start unless dressed in jockey style.

ART. XIII. WEIGHTS OF RIDERS AND DRIVERS.—Riders and drivers shall weigh in the presence of one or more of the Judges previous to starting; and after a heat, are to come up to the starting stand, and not dismount until so ordered by the Judges; any rider or driver disobeying, shall, on weighing, be precluded from the benefit of the weight of his saddle and whip, and if not full weight shall be distanced.

ART. XIV. PENALTY FOR FOUL RIDING OR DRIVING.—A rider or driver committing any act which the Judges may deem foul riding or driving, shall be distanced.

ART. XV. HORSES BREAKING.—Should any horse break from his foot or pace it shall be the duty of the rider to pull his horse to a trot



or pace immediately, and in case of the rider or driver refusing to do so, the penalty shall be, that the next best horse shall have the heat; if the rider or driver should comply with the above, and he should gain by such break, twice the distance so gained shall be taken away on the coming out; a horse breaking on the score shall not lose the heat by so doing.

ART. XVI. THE WINNING HORSE.—A horse must win two heats to be entitled to the purse, unless he distance all other horses in one heat. A distanced horse in a dead heat shall not start again.

ART. XVII. RELATIVE TO HEATS.—A horse not winning one heat in three shall not start for a fourth heat, unless such horse shall have made a dead heat. When a dead heat is made between two horses, that if either had won the heat the race would have been decided, they two only shall start again; in races best three in five, a horse shall win one heat in five, to be allowed to start for the sixth heat, unless such horse shall have made a dead heat; such horses as are prevented from starting by this rule, shall be considered drawn and not distanced.

ART. XVIII. ON HEATS AND DISTANCES.—If two horses each win a heat and neither are distanced in the race, the one coming out ahead on the last heat to be considered the best. The same rule to be applied to horses neither winning a heat and neither distanced. If one horse wins a heat, he is better than one that does not, providing he does not get distanced in the race; then the other, if not distanced, shall be best. A horse that wins a heat and is distanced, is better than one not winning a heat and being distanced in the same heat. A horse distanced in the second heat is better than one distanced in the first heat.

ART. XIX. HORSES DRAWN.—Horses drawn before the conclusion of a race shall be considered distanced.

ART. XX. OUTSIDE BETS.—In all matches made play or pay, outside bets not to be considered P. P. unless so understood by the parties.

ART. XXI. OF P. P. MATCHES.—All moneys bet on P. P. matches by outside betters, are not considered P. P.

ART. XXII. BETTING. ABSENT BETTORS.—A confirmed bet cannot be let off without mutual consent. If either party be absent at the time of trotting, and the money be not staked, the party present may declare the bet void, in the presence of the Judges, unless some party will stake the money betted for the absentee.

ART. XXIII. COMPROMISED MATCHES.—All bets made by outside betters, on compromised matches, are considered drawn.

ART. XXIV. BETTERS OF ODDS, &c.—The person who bets the odds, has a right to choose the horse, or the field. When he has chosen

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his horse the field is what starts against him; but there is no field unless one starts with him. If odds are bet without naming the horses before the trot is over, it must be determined as the odds were at the time of making it. Bets made in trotting are not determined till the purse is won, if the heat is not specified at the time of betting.

ART. XXV. HORSES EXCLUDED FROM STARTING OR DISTANCED.—All bets made on horses precluded from starting, by Rule XIX., being distanced in the race, or on such horses against each other, shall be drawn.

ART. XXVI. IN CASES OF DISPUTE AND IMPROPER CONDUCT.—In all cases of dispute, not provided for by the Rules, the Judges for the day will decide finally. In case of a trot or match being proved to their satisfaction to have been made or conducted improperly, or dishonestly, on the part of the principals, they shall have the power to declare all bets void.

ART. XXVII. SIZE OF WHIPS TO BE USED.—No rider or driver shall be allowed any other than a reasonable length of whip, viz., for saddle-horses, two feet ten inches; sulky, four feet eight inches; wagon, five feet ten inches.

ART. XXVIII. IN CASE OF ACCIDENTS.—In case of accident, but five minutes shall be allowed over the time specified in Rule X., unless the Judges think more time necessary.

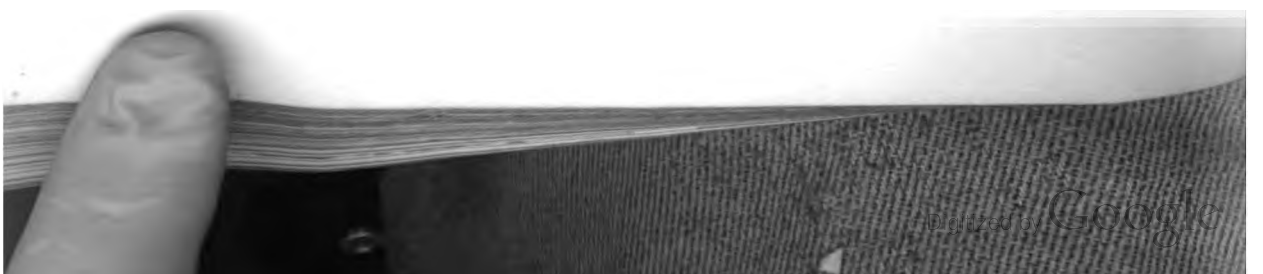
ART. XXIX. JUDGES' STAND.—No person shall be allowed in the Judges' stand but the Judges, reporters and members, at the time of trotting.

ART. XXX. IN CASE OF DEATH.—All engagements are void upon the decease of either party before being determined.

RULES AND REGULATIONS OF THE PIONEER JOCKEY CLUB OF SAN FRANCISCO.

RULE I. OFFICERS.—The officers of the Club shall consist of a President, four Vice Presidents, a Secretary and Treasurer, who shall be elected annually previous to the Spring Meeting. The President shall have power to appoint five Stewards, three Timers, and a Ladies' Committee, to consist of three persons.

RULE II. DUTIES OF THE PRESIDENT, VICE PRESIDENTS AND JUDGES.—The President shall preside at all meetings of the Club, and act as Judge, assisted by two Vice Presidents. He shall appoint two



distance Judges, and shall have power to appoint all officers of the day, from among the members of the Club, to fill the places of absentees. In the absence of the President, the first Vice President shall preside, and in his absence, the second, third or fourth Vice President, as the occasion may require. The Judges shall keep their stand clear of any intrusion during the pendency of a heat; also, instruct the riders or drivers before starting, and proclaim from the stand the time and result of each heat, and the result of the race. They shall decide all disputes, and from their decision there shall be no appeal.

RULE III. SECRETARY.—The Secretary shall attend the Judges on each day's race; keep a set of books, in which he shall record the names of members, the rules of the Club, the proceedings of each meeting, and the entries of horses for each day's race. He shall keep an account of each day's race, and report the result in one newspaper in the city of San Francisco. Assisted by one Vice President, he shall see that the riders or drivers are weighed before starting in the race, and after each heat. It shall also be his duty to see that the horses start with appropriate weights.

On the admission of each new member, the Secretary shall forthwith notify the same to him in writing, furnish him at the same time with a copy of the rules of the Club, and request him to remit or pay the Treasurer the amount of his entrance fee and monthly assessment. Any member may propose an applicant for membership. The voting a membership shall be done by ballot,—five negatives to exclude a nominee. An applicant proposed at a meeting of the Club shall be balloted for at the next monthly meeting.

RULE IV. TREASURER.—The Treasurer, or his authorized assistant, shall collect all subscriptions due to the club. In all cases where money is to be paid from the funds of the Club, the President and two Vice Presidents shall audit the bills; after which, on presentation, they shall be paid by the Treasurer. He shall take proper vouchers therefor, to be preserved on file by the Secretary, and by him laid before the members of the Club at their next regular meeting.

RULE V. JUDGES' DUTY.—The Judges shall order the horses saddled or harnessed five minutes previous to the time appointed for starting. Any rider or driver causing undue detention after being called up, by making false starts or otherwise, the Judges may give the word to start, without reference to the situation of the horse so offending, unless convinced such delay is unavoidable on the part of the rider or driver; in which case not more than thirty minutes shall be consumed in attempting to start; at the expiration of that time, the horse or horses shall receive the word.

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RULE VI. LADIES' COMMITTEE.—The Ladies' Committee shall receive ladies visiting the Course at the door of their carriage, and escort them to the ladies' stand, and shall attend to their comfort on the track. They shall be designated by a white badge.

RULE VII. ASSESSMENTS—PRIVILEGES OF MEMBERS.—Members of the Club shall pay fifty dollars [$50] a year,—twenty-five dollars previous to each race meeting, and their monthly dues when called upon. No badge shall be delivered until the subscription is paid. Members of the Club shall have the privilege of introducing at each race meeting two non-residents, upon procuring from the proprietor of the Course a badge for each person so introduced. The price of a badge shall be $10.

RULE VIII. FRAUDS.—Every horse, mare, or gelding started, shall go a *bona fide* race. If any fraud be discovered, and the purse, stakes or match-money has been paid, the same shall be restored on demand of the Judges, and by them paid over to the owner of the next best horse. If the money be not restored by the illegal holder, he shall be expelled from the Club, and shall ever thereafter be ineligible as a member. If not a member of the Club, he shall be prohibited from ever trotting, pacing or running a horse over the Course again, while it is under the supervision of this Club.

RULE IX. DECORUM.—If any owner, trainer, rider, driver or attendant of a horse, use improper language to the officers on the Course, or any member of the Club, or be guilty of any improper conduct, or use indecorous language, or commit an assault on any jockey while at a meeting or any private race governed by the rules of this Club, the person or persons so offending shall not be permitted to start, train, ride, turn or attend a horse over this Course again, in any race under the control of this Club.

RULE X. PROPRIETOR OF THE COURSE.—The said Club shall have the absolute control and direction of all meetings over the Pioneer Course. The subscription of each member shall be paid to the Treasurer, or his authorized assistant, at least ten days prior to each Spring or Fall Meeting for racing. The Club to have all percentage on entrances, and the proprietor of the track the entire proceeds from the gate and refreshment stands. He is to pay all printing expenses, gate-keeping, and also to keep the track and stands in good condition at his own expense. He is to derive all benefits from strangers' badges during the regular meetings. The proprietor shall at all times co-operate with the officers of the Club in furtherance of the accompanying rules, and, in the absence of any of its members, to have them strictly enforced.

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RULE XI. MATCHES AND SWEEPSTAKES.—All matches or sweepstakes which shall come off over the Pioneer Course, shall be governed by the rules of this Club.

RULE XII. POSTPONEMENTS.—In case of unfavorable weather, or other unavoidable causes, all purses, matches, or sweepstakes, announced to come off, to which this Club contribute, they shall have the power to postpone to a future day, upon giving notice of the same.

RULE XIII. QUALIFICATION FOR HORSES STARTING.—Horses owned in part by the same person, within three days, shall not start for a purse; and horses so entered shall forfeit their entrance. A horse starting alone shall receive nothing. Horses deemed by the Judges not fair trotting horses, shall be ruled off previous to, or distanced at, the termination of the heat.

RULE XIV. ENTRIES.—All entries shall be made under seal, enclosing the entrance money—ten per cent. on the purse,—and addressed to the Secretary, at such time and place as may have been previously designated by advertisement. After such entries have been made, they shall in all cases be recorded by the Secretary, and handed over to the Treasurer.

RULE XV. WEIGHT TO BE CARRIED.—Every trotting horse, mare or gelding starting for match, purse or stake, shall carry one hundred and forty-five pounds, if in harness; the weight of the sulky and harness not to be considered. Pacing horses, mares or geldings subject to the same rule.

RULE XVI. DISTANCES.—A distance for mile heats, best three in five, shall be one hundred yards; for two-mile heats, eighty yards; and for every additional mile, an additional eighty yards.

RULE XVII. TIME BETWEEN HEATS.—The time between heats shall be, for one mile, twenty minutes; and for every additional mile, an additional five minutes.

RULE XVIII. STARTING OF HORSES.—The pole shall be drawn for by the Judges; the horse winning a heat shall, for the succeeding heat, be entitled to a choice of the position. On coming out on the last stretch, each horse shall retain the track first selected, and any horse deviating shall be distanced.

RULE XIX. RIDERS OR DRIVERS.—Riders and drivers shall not be permitted to start unless dressed in jockey style.

RULE XX. DIFFERENCE OF OPINION BETWEEN JUDGES.—Should a difference of opinion exist between the Judges in the starting stand on any question, a majority shall govern.

RULE XXI. DISMOUNTING.—No rider or driver shall dismount until

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so ordered by the Judges. If so offending, he or they shall be distanced.

RULE XXII. PENALTY FOR FOUL RIDING OR DRIVING.—A rider or driver committing any act which the Judges may deem foul riding or driving, shall be distanced.

RULE XXIII. HORSES BREAKING.—Should any horse break from his trot or pace, it shall be the duty of the rider or driver to pull his horse to a trot or pace immediately; and in case of the rider or driver refusing to do so, the penalty shall be, that the next best horse shall have the heat. If the rider or driver should comply with the above, and he should gain by such break, twice the distance so gained shall be taken away on the coming out. A horse breaking on the score shall not lose the heat by so doing.

RULE XXIV. THE WINNING HORSE.—A horse must win two heats to be entitled to the purse, unless he distances all other horses in one heat. A distanced horse in a dead heat shall not start again.

RULE XXV. RELATIVE TO HEATS.—A horse not winning one heat in three shall not start for a fourth heat, unless such horse shall have made a dead heat. When a dead heat is made between two horses, that if either had won the heat the race would have been decided, they two only shall start again. In races best three in five, a horse shall win one heat in five, to be allowed to start for the sixth heat, unless such horse shall have made a dead heat. Such horses as are prevented from starting by this rule, shall be considered drawn and not distanced.

RULE XXVI. HEATS AND DISTANCES.—If two horses win a heat each, and neither are distanced in the race, the one coming out ahead on the last heat to be considered the best. The same rule to be applied to horses neither winning a heat nor being distanced. If one horse wins a heat, he is better than one that does not, providing he does not get distanced in the race; but if he should be, then the other, if not distanced, shall be best. A horse that wins a heat and is distanced, is better than one not winning a heat and being distanced in the same heat. A horse distanced in the second heat is better than one distanced in the first heat.

RULE XXVII. MATCHES AGAINST TIME.—In matches made against time, the parties making the match shall be entitled to three trials—unless expressly stipulated to the contrary—which trials shall be had on the same day. It is also understood that a "teazer" may be used, unless otherwise agreed upon by parties making the match.

RULE XXVIII. HORSES DRAWN.—Horses drawn before the conclusion of a race, shall be considered distanced.

RULE XXIX. OUTSIDE BETS.—In all matches made play or pay, outside bets not to be considered P. P. unless so understood by the parties.

RULE XXX. BETTING—ABSENT BETTERS.—A confirmed bet cannot be let off without mutual consent. If either party be absent at the time of trotting or pacing, and the money be not staked, the party present may declare the bet void, in the presence of the Judges, unless some party will stake the money betted by the absentee.

RULE XXXI. COMPROMISED MATCHES.—All bets made by outside betters, on compromised matches, shall be by this Club considered drawn.

RULE XXXII. BETTERS OF ODDS, &c.—The person who bets the odds has a right to choose the horse or the field. When he has chosen his horse, the field is what starts against him; but there is no field unless one starts with him. If odds are bet without naming the horses, before the trot or pace is over, it must be determined as the odds were at the time of making it. Bets made in trotting or pacing are not determined till the purse is won, if the heat is not specified at the time of betting.

RULE XXXIII. HORSES EXCLUDED FROM STARTING, OR DISTANCED.—All bets made on horses precluded from starting, by Rule XIII., being distanced in the race, or on such horses against each other, shall be drawn.

RULE XXXIV. IN CASES OF DISPUTE OR IMPROPER CONDUCT.—In all cases of dispute, not provided for by the Rules, the Judges for the day will decide finally. In case of a trot or match being proved to their satisfaction to have been made or conducted improperly or dishonestly, on the part of the principals, they shall have the power to declare all bets void.

RULE XXXV. SIZE OF WHIPS TO BE USED.—No rider or driver shall be allowed any other than a reasonable length of whip, viz.; for saddle-horses, two feet ten inches; sulky, four feet eight inches; wagon, five feet ten inches.

RULE XXXVI. IN CASE OF ACCIDENTS.—In case of accident but five minutes shall be allowed over the time specified in the Rule V., unless the Judges think more time necessary.

RULE XXXVII. WHEN BETS ARE VOID.—In case of the decease of either party before the bets are determined, all engagements are void.

RULE XXXVIII. QUALIFICATIONS FOR ADMISSION TO THE QUARTER STRETCH.—No person shall be admitted to the Quarter Stretch other than a member of the Club, or invited guests wearing the Strangers'

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Badge. Members of the Club introducing strangers at the regular meetings shall be held responsible for such introduction.

RULE XXXIX. BADGES.—Officers' badges to be white; members' ditto, red; strangers' ditto, blue.

The badges are to be worn only by their respective owners, and shall not be transferable.

RULE XL. A QUORUM.—Nine members shall constitute a quorum for transacting all business which may come before the Club.

N. B.—1,760 yards are a mile; 220 yards are a furlong; 14 pounds are a stone; 4 inches are a hand.

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